The Hong Kong Daily Press.

No. 6000 號千六第 日七初月正年丑丁緒光 HONGKONG, MONDAY, FEBRUARY 19TH, 1877. 拜禮 號九十月二英 港香 [PRICE $2½ PER MONTH.

Arrivals.

February 17, FLINTSHIRE, British steamer, 1,243, Thomas Thomas, Saigon 10th February, Rice.—H. KLEIN & Co.

February 17, NAUTILUS, German gunboat, Commander Valois, Hoihow 11th Feb.

February 17, FORMOSA, British 3-masted sch., 381, Wm. T. Quayle, Newcastle, N.S.W., 30th December, Coals.—SIEMSSEN & Co.

February 18, DOUGLAS, British str., 884, E. Burnie, Foochow 15th February, Amoy 16th, and Swatow 17th, General.—D. LAPRAIK & Co.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, FEBRUARY 17TH.

Presto, British bark, for Whampoa.

Argyll, British steamer, for Singapore, Penang, and Calcutta.

Hindostan, British steamer, for Singapore, Penang, and Calcutta.

Lucky, Siamese bark, for Bangkok.

Departures.

February 17, CUTWATER, American ship, for New York.

February 17, TALISMAN, French Corvette, for Swatow and Amoy.

February 17, IRAZU, British bark, for Whampoa.

February 17, HAILONG, British steamer, for Swatow, Amoy, and Tamsui.

February 17, HINDOSTAN, British str., for Singapore, Penang, and Calcutta.

February 17, ARGYLL, British str., for Singapore, Penang, and Calcutta.

February 18, LUCKY, Siamese bk., for B'kok.

Passengers.

ARRIVED.

Per *Douglas*, str., from East Coast:—Mr. and Mrs. Craig, Captain Percy Larmore, R.N., C.B., Messrs. Wilson, Dodd, Corner, Campbell, Baker, and Alexander, 1 European, deck, and 27 Chinese.

DEPARTED.

Per *Argyll*, str., for Singapore, &c.:—2 Cabin and 20 Chinese.

Per *Hindostan*, str., for Singapore, &c.:—Mrs. Gardner, Messrs. R. W. Maxwell, C. E. Hay, H. N. Cooper, M. M. Vasifdar, and 9 native, deck.

Per *Hailong*, str., for Amoy, &c.:—Mr. F. R. Feyernbend for Amoy.

Per *Lucky*, for Bangkok:—17 Chinese.

Reports.

The British steamship *Douglas* reports left Foochow on 15th February, Amoy on the 16th, and Swatow on the 17th. From Foochow to Amoy fresh monsoon and fine weather; from thence to Swatow moderate N.N.E. winds and drizzling rain; from thence to Hongkong fresh Northerly winds and equally with rain. In Foochow, H.M.S. *Hornet*. In Amoy, the steamships *Cheang Hoch Kiam* and *Madagascar*. In Swatow, the steamship *Chefoo*. The French war-vessel *Talisman*, called at Swatow, and left again for Amoy on the 17th instant. Off Pedro Branco, passed the steamship *Hailoung*, bound North.

The British 3-masted schooner *Formosa* reports left Newcastle, N.S.W., on 30th Dec., and had light winds and calms up to the Equator, which was not crossed until the 30th Jan., in long. 164 E.; from thence fresh winds to the Balantang Channel; after passed into the China Sea encountered a heavy gale from the N.N.W. to N.E. with very high sea, carrying away part of bulwarks and splitting some sails. The American schooners *Norma* and *Annie M. Hall* left before the *Formosa* for this port. The German bark *Jacobine*, which left 5 days after, passed the *Formosa* off Stewart's Island on the 20th January.

FOOCHOW SHIPPING.

February— ARRIVALS.

3, Haining, British steamer, from Shanghai.
3, Yesso, British steamer, from Hongkong.
3, Yung-woo, Chin. corvette, from H'kong.
4, Ling-fong, Chinese gunboat, from Amoy.
4, Kearsarge, American cor., from Amoy.
5, Pu-yew, Chinese steamer, from Shanghai.
5, Glenroy, British steamer, from Shanghai.
5, Achilles, British steamer, from Shanghai.
7, F. Nightingale, Brit bk., from Shanghai.
8, Vesta, American brig, from Amoy.

February— DEPARTURES.

6, Hornet, British gunboat, for Wanchu.
6, Yesso, British steamer, for Hongkong.
7, Achilles, British steamer, for London.
8, Glenroy, British steamer, for London.
6, Haining, British steamer, for Shanghai.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(Per last Mails Advice.)

Vessels.	*From.*	*Date of Arrival.*
Castilia (s.)	Manila	Dec. 28
Nettie Merryman	Yokohama	Dec. 29
Teviot (s.)	China Ports	Dec. 29
Mutlah	Iloilo	Dec. 30
Manila II.	Swatow	Jan. 1
Onward	Hongkong	Jan. 2
Glenavon (s.)	China Ports	Jan. 3
Lord Macduff	Hongkong	Jan. 4

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	*From.*	*Dates.*
Aurora	Richmond	June 9
Burton Stather	Newcastle	July 25
Palestine	London	Sept. 17
Glamorganshire	London	Oct. 8
Sir Harry Parkes	London	Oct. 14
Iris	Hamburg	Oct. 24
Flying Sand	Antwerp	Oct. 27
Lima	London	Nov. 12
Rurik	Cardiff	Nov. 13
Hydra	Cardiff	Nov. 16
America	Cardiff	Nov. 21
Highlander	Boston, U.S.	Nov. 27
Western Chief	London	Nov. 28
Madura	Cardiff	Nov. 28
Hannah Law	Cardiff	Nov. 28
New Era	Cardiff	Nov. 28
Benoluthe	Cardiff	Dec. 4
Caura	Hamburg	Dec. 7
Cariboo	Cardiff	Dec. 8
A. E. Vidal	Hamburg	Dec. 17
Carrick	London	Dec. 17
Channel Queen	Cardiff	Dec. 19
Cairnsmuir	London	Dec. 19
Chinaman	London	Dec. 20
Maid Marian	Cardiff	Dec. 21
Ulysses (s.)	Liverpool	Dec. 23
Canaan	Cardiff	Dec. 29
Gedehill (s.)	London	Jan. 4
MacGregor (s.)	London	Jan. 4

Auction Notice To-Day.

LANE, CRAWFORD & Co., AT 2 P.M., Household Furniture, &c.

ORIENTAL HOTEL, WELLINGTON STREET, HONGKONG. STOCKHAUSEN AND ROSE, PROPRIETORS. TABLE d'HÔTE, DINNER at SEVEN. Wines, Spirits, &c., of the Best Quality only. English, French, and German Spoken. BILLIARD ROOMS.—BOWLING ALLEYS.

Notices of Firms.

NOTICE.

THE AUTHORITY given to Mr. ALFRED HERTZ to SIGN our FIRM by Procuration has been WITHDRAWN.

CARLOWITZ & Co.

286 Hongkong, 17th February, 1877.

NOTICE.

MR. WM. O. HOWLAND is authorized to SIGN our FIRM'S NAME per procuration.

WILLIAMS & Co.

3m 1933 Swatow, December 1st, 1876.

NOTICE.

MR. J. F. CORDES' INTEREST and RESPONSIBILITY in our FIRM CEASED on the 31st December last.

WM. PUSTAU & Co.

27d 209 Hongkong, 1st January, 1877.

NOTICE.

MR. FRITZ LANGKEN'S INTEREST and RESPONSIBILITY in our FIRM CEASED on the 31st December last.

WM. PUSTAU & Co.

21d 242 Hongkong, 1st January, 1877.

NOTICE.

I HAVE THIS DAY Established myself at THIS PORT as MERCHANT and COMMISSION AGENT.

J. ALEXANDER.

3m 41 Amoy, 1st January, 1877.

NOTICE.

THE PARTNERSHIP hitherto existing between the Undersigned under the Name of MESTERN and HULSE has This Day been DISSOLVED by lapse of time, and the Signature of the Firm will henceforth be used for the Liquidation only.

C. J. MESTERN.
W. HULSE.

3m 13 Canton, 31st December, 1876.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. JOHN T. A. ALEXANDER, in our Firm CEASED on 31st ultimo.

JOHNSTON & Co.

3m 18 Amoy, 1st January, 1877.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. HENRY SUTTON in our Firm CEASED on the 31st January, 1877.

The Business will be continued under the Name of MOALLE & Co.

SUTTON & MOALLE.

1m 267 Amoy, 8th February, 1877.

NOTICE.

MR. FERDINAND NISSEN has been compelled to retire from our Firm in consequence of failing health, and his INTEREST and RESPONSIBILITY CEASED on the 31st December last.

Mr. NICOLAUS AUGUST SIEBS has been Authorized to SIGN for us by procuration.

We have This Day RE-OPENED a Branch of our Firm at Canton.

SIEMSSEN & Co.

3m 12 Hongkong, 1st January, 1877.

NOTICE.

THE PARTNERSHIP hitherto existing between the Undersigned, under the Firm of G. RAYNAL & Co. at this port, has THIS DAY been DISSOLVED by mutual consent.

GUSTAV RAYNAL.
CARL MILISCH.

2m 34 Macao, 1st January, 1877.

NOTICE.

I HAVE Re-established myself as a GENERAL MERCHANT and COMMISSION AGENT, and have taken over the Business of Messrs. EBELL & Co. at this Port, and the combined Establishments will be carried on under the Firm and Style of MILISCH & Co.

C. MILISCH.

2m 49 Macao, 1st January, 1877.

NOTICE.

WE have been appointed AGENTS for the AMERICAN SHIPMASTERS' ASSOCIATION.

ARNHOLD, KARBERG & Co.

3m 216 Hongkong, 2nd February, 1877.

VICTORIA DISPENSARY.

ON and after the 16th November, 1876, and until further notice, the Business of the above-named Dispensary will be carried on by the Undersigned.

WM. CRUICKSHANK, Manager.

tf 1867 Hongkong, 21st November, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....500,000 of Dollars.

Court of Directors:—

Chairman—H. HOPPIUS, Esq.
Deputy Chairman—F. D. SASSOON, Esq.
A. Adré, Esq. | J. Molty, Esq.
E. R. Belilios, Esq. | S. W. Pomeroy, Esq.
Hon. W. Keswick. | Ed. Tobin, Esq.

Chief Manager.
Hongkong—THOMAS JACKSON, Esq.

Manager.
Shanghai—Ewen Cameron, Esq.

London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED:

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months 2 per cent. per annum
6 " 4 " "
12 " 5 " "

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 15th February, 1877.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-year ending on 30th December last, at the rate of ONE POUND STERLING (£1) per Share of £25, is PAYABLE on and after THURSDAY, the 15th instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
THOMAS JACKSON,
Chief Manager.

tf 280 Hongkong, 15th February, 1877.

THE TOURIST'S GUIDE—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 27th March, 1876.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of $10,000 on any one First-class Risk, or to the extent of $15,000 on Adjoining Risks at Current Rates.

A Discount of 20 % allowed.

HOLLIDAY, WISE & Co., *Agents.*

46 Hongkong, 8th January, 1875.

To be Let.

TO LET.

THE PREMISES formerly occupied by Messrs. AUGUSTINE HEARD & Co. as their Offices.

Apply to R. R. BELILIOS.

tf 287 Hongkong, 17th February, 1877.

TO BE LET.

TWO Commodious HOUSES, in QUEEN'S ROAD EAST.

Rent, $35 per month.

Apply to PURDON & Co., No. 2, Queen's Road.

1923 Hongkong, 1st December, 1876.

TO LET.

THE HOUSE No. 3, HOLLYWOOD ROAD. Possession from 1st January, 1877.

Apply to R. R. BELILIOS.

tf 2059 Hongkong, 29th December, 1876.

TO LET.

HOUSES in SEYMOUR TERRACE and PEDDAR'S HILL.

No. 7, CAINE ROAD, lately occupied by Mr. PARKER.

No. 10, ALBANY ROAD, at present occupied by the Rev. R. H. KIDD.

No. 11, SEYMOUR TERRACE, at present occupied by Mr. N. J. EDE, Furnished or Unfurnished.

Apply to DAVID SASSOON, SONS & Co.

tf 512 Hongkong, 16th February, 1877.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.

Apply to S. R. BURROWS & SONS.

tf 453 Hongkong, 20th March, 1875.

TO LET,

With Immediate Possession,

HOUSES on Upper Mosque Terrace. All with Gas and Water laid on.

Also,

A First-class GODOWN at Wanchi of about 5,000 tons capacity.

Apply to T. G. LINSTEAD.

1464 Hongkong, 27th September, 1876.

TO LET.

THE THREE HOUSES known as FLETCHER'S BUILDINGS, adjoining the Premises of the Control Department. Each may be occupied as entire Dwellings or in Floors.

Also,

TEN SPACIOUS GODOWNS, connected with the above, fronting the Harbour and Queen's Road.

Apply to SHARP, TOLLER, AND JOHNSON.

19 Hongkong, 2nd January, 1877.

TO BE LET.

THE PREMISES at present occupied by the INTERNATIONAL ICE MANUFACTURING COMPANY, Limited.

For Particulars, apply to MEYER & Co.

1976 Hongkong, 12th December, 1876.

TO LET.

NO. 3, PECHOT TERRACE, ELGIN STREET, with immediate Possession.

Apply to LANE, CRAWFORD & Co.

tf 243 Hongkong, 8th February, 1877.

TO LET.

THE UPPER PORTION of Nos. 42 and 44, QUEEN'S ROAD.

Apply to DOUGLAS LAPRAIK & Co.

tf 1864 Hongkong, 11th January, 1877.

TO BE LET.

THE PREMISES, No. 39, QUEEN'S ROAD, at present in the occupation of the BORNEO COMPANY.

Apply to TURNER & Co.

239 Hongkong, 7th February, 1877.

CUTLER, PALMER & Co.'s CELEBRATED WINES.

We have secured some Excellent Wines and Cognac of the well known shippers, CUTLER, PALMER & Co., and invite comparison with any and all other brands.

We have to offer:—

	Per 1 doz. quarts.
CUTLER, PALMER & Co.'s CHAMPAGNE	$15
CUTLER, PALMER & Co.'s HOCKHEIMER	$8.50
CUTLER, PALMER & Co.'s CHATEAU MOUTON	$12
CUTLER, PALMER & Co.'s CHATEAU LAROSE	$7
CUTLER, PALMER & Co.'s ST. JULIEN	$6
CUTLER, PALMER & Co.'s CANTENAC	$5.50
CUTLER, PALMER & Co.'s MEDOC	$4.50
CUTLER, PALMER & Co.'s HAUTPAUTERNE	$9
CUTLER, PALMER & Co.'s SHERRY, fine full flavor, black seal	$10.25
CUTLER, PALMER & Co.'s SHERRY, Vino Puro, blue seal	$9
CUTLER, PALMER & Co.'s SHERRY, Manzanilla, red seal	$8.50
CUTLER, PALMER & Co's SHERRY, Vino de Pasto, blue seal	$8.25
CUTLER, PALMER & Co.'s COGNAC 1 star	$6.25
CUTLER, PALMER & Co.'s COGNAC 2 star	$7.50
CUTLER, PALMER & Co.'s COGNAC 3 star	$9
CUTLER, PALMER & Co.'s COGNAC 4 star	$10.50

Also,

WACHTER & Co.'s CELEBRATED CHAMPAGNE,

at $18 per Case of 1 doz. Quarts.

F. BLACKHEAD & Co.

1934 Hongkong, 13th December, 1876.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE "WERSLICK."

$19.....per case of 2 dozen pints.
$18.....per case of 1 dozen quarts.

CHATEAU LEOVILLE POYFERRE, 1860.

"VIN DES PRINCES"

$18.....per case of 1 dozen quarts.

PALMER MARGAUX.

$8.....per case of 1 dozen quarts.

CHATEAU BELAIR.

$7.....per case of 1 dozen quarts.

LORMONT.

$5.....per case of 1 dozen quarts.
$6.....per case of 2 dozen pints.

SIEMSSEN & Co.

592 Hongkong, 1st May, 1876.

C. L. THEVENIN,

WINE AND SPIRIT MERCHANT

AGENT for DE ST. MARCEAUX ET CIE'S CHAMPAGNES.

Dépôt for Vichy Waters.

ED. PINAUD ET CIE'S PERFUMERY, N. ANTOINE ET FILS' INKS, &c., &c.

A Fresh Supply of FRENCH BOOTS received by each French Mail.

54, QUEEN'S ROAD, HONGKONG.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy.
Navy Boiled
Long Flax
Crown } CANVAS.

ARNHOLD, KARBERG & Co.

tf 1139 Hongkong, 11th May, 1867.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT.

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

Price: In Paper Wrapper.....$1.50
Neatly Bound.....$2.00

Apply at the *Daily Press* Office.

Auctions.

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction,

THIS DAY,

the 19th February, 1877, at 2 o'clock P.M., at No. 12, Seymour Terrace, the Residence of C. B. GRIFFITH, Esq.:—

The whole of his HOUSEHOLD FURNITURE, comprising:—Covered CHAIRS, COUCHES, Centre and other TABLES, MIRRORS, CLOCKS, ELECTRO-PLATED WARE, GLASS and CROCKERY WARE, SIDEBOARD, WHATNOTS, BEDSTEADS, WARDROBES, DRESSING TABLES, TOILET GLASSES, &c., &c.

Also,

1 COTTAGE PIANO, by ZEISLER & Co.
1 HARMONIUM, by ALEXANDRE PERE ET FILS, Paris.
SEDAN CHAIRS, FLOWER POTS, &c., &c., &c.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17. All Lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

263 Hongkong, 12th February, 1877.

PUBLIC AUCTION.

TO be SOLD by PUBLIC AUCTION at YOKOHAMA, unless previously disposed of by Private Contract, on

SATURDAY,

the 24th February, 1877, at 11 A.M., on Board,—The Iron Screw Steamer

"SUWONADA MARU,"

now lying in the Creek at Yokohama, of about the following dimensions:—Length, 85 feet; Breadth, 15 feet; Depth of Hold, 7½ feet; 56 Tons Gross Register, with carrying capacity of 60 Tons Weight, or 88 Tons Measurement (with 8/9 Tons Coal in Bunkers) exclusive of Deck House. Draft, loaded, 8 feet, light, 3½ feet. Direct Acting High Pressure Engines of 22 h.p. nominal and Multitubular Boiler.

For further particulars, apply to BIRLEY & Co.

234 Hongkong, 6th February, 1877.

PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. GEO. DODS to Sell by Public Auction, on

TUESDAY,

the 27th day of February, 1877, at 12 o'clock Noon, at his Residence, 2, College Gardens,—

The whole of his HOUSEHOLD FURNITURE, consisting of DRAWING-ROOM FURNITURE in WALNUT, made by WHITTOCK and FINLAY, of Edinburgh; DINING-ROOM FURNITURE in MAHOGANY, by FINLAY, of Edinburgh; Brussels CARPETS, PICTURES, GLASS WARE, CROCKERY, BEDROOM FURNITURE, BOOKS, WINES, &c., &c.

A Semi-Grand PIANO, by COLLARD and COLLARD.

A SEWING MACHINE, for hand or foot, by SINGER.

A JARDINIERE, by MOZZIO, of London.

LOBBY FURNITURE in BLACKWOOD.

And

One Parlour BILLIARD TABLE, with BALLS, CUES, &c., complete.

Catalogues will be issued, and the whole to be on view on and after MONDAY, the 26th instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

281 Hongkong, 16th February, 1877.

POSTPONEMENT OF SALE.

PUBLIC AUCTION.

THE Undersigned has received instructions from Rev. R. H. KIDD to Sell by Public Auction, on

MONDAY,

the 5th day of March, 1877, at 2 o'clock P.M. (instead of the time previously advertised), at his Residence, Albany Road,—

The whole of his HOUSEHOLD FURNITURE, &c., comprising:—Drawing, Dining and Bedroom SUITES, SOFAS, CHAIRS, EASY CHAIRS, MIRRORS, TABLES, PICTURES, SIDEBOARD, WHATNOTS, GLASS and PLATED WARE, CROCKERY WARE, BEDSTEADS, WARDROBES, TOILET TABLES and GLASS, WASHSTANDS, &c., &c.

Catalogues will be issued, and the whole to be on view on and after SATURDAY, the 3rd March.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

283 Hongkong, 16th February, 1877.

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR 1877.

Apply at the *DAILY PRESS* OFFICE.

NOTICE TO MARINERS.

THE Government of Japan publishes on the 12th Month (December) of each year, for the use of Mariners,

DESCRIPTIVE LIST OF ALL THE LIGHTHOUSES, LIGHTSHIPS, BUOYS, AND BEACONS,

Established by them—giving the characteristic appearance and correct bearings of each.

Mariners are requested not to purchase any List except that for the year current at the time of purchase, as changes or corrections may have been made, and no reliance can be placed on any List which has been published for a preceding year.

Copies of the List for the 10th year of Meiji (1877) can now be obtained from Messrs. LANE, CRAWFORD & Co., at Yokohama, Shanghai, and Hongkong; from Messrs. KIRBY & Co. at Kobe; from Messrs. ADAMS & Co. at Nagasaki; and also at the Lighthouse Office, Benten, Yokohama; Price, 25 Cents.

HARA,
Todai Kioku-Chu.
JAMES MACRITCHIE,
Engineer.

Lighthouse Department, Benten, Yokohama,
1st Month, 10th Year of Meiji.
(January, 1877).

1m 197 Yokohama, 18th January, 1877.

NOTICE.

MR. J. PENATI, PROFESSOR OF MUSIC, from the Royal Conservatorium of Milan, now residing in Macao, visits Hongkong FOUR DAYS A WEEK, viz., Monday, Tuesday, Wednesday, and Thursday, to give LESSONS on the PIANO and SINGING. Letters can be addressed, care of Messrs. LANE, CRAWFORD & Co.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY)

SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany).

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. H. COUGHTRIE, *Secretary.*

Hongkong, 1st November, 1871. [tf 185

Intimations.

MACEWEN, FRICKEL & Co. have for Sale—

A FULL ASSORTMENT OF GROSSE AND BLACKWELL'S STORES, including:—

MIXED PICKLES.
PICKLED CABBAGE.
PICKLED WALNUTS.
PICALILLI.
REAL YARMOUTH BLOATERS.
KIPPERED HERRINGS.
FINDON HADDOCKS.
HERRINGS A LA SARDINE.
POTTED MEATS, Assorted.
ANCHOVY SAUCE.
DRIED HERBS.
CALF'S FOOT JELLY.
PATENT PRESERVED WILTSHIRE BACON.
LEA and PERRIN'S WORCESTERSHIRE SAUCE.
COLMAN'S MUSTARD.
MOORE'S COCOA and MILK.
MOORE'S CHOCOLATE and MILK.
HUNTLEY and PALMER'S BISCUITS.
DOUBLE GLOSTER CHEESE.

Ex Steamship "ARGYLL," from Calcutta,
W. NEWSON & Co.'s INDIAN CONDIMENTS:—

Major GREY'S CHUTNEY.
ASSORTED CHUTNIES.
CURRY POWDER and PASTE.
TAPP'S SAUCE.
VOLCANIC SAUCE (late H. F.)
NEPAUL PEPPER.

OCEAN WAVE TOBACCO.
CABLE COIL TOBACCO.
GOLDEN BLOCK TOBACCO.
AMERICAN HAMS and BACON.
AMERICAN CHEESE.
AMERICAN CODFISH.

14 Hongkong, 16th February, 1877.

SAYLE & CO.

GREAT CLEARANCE SALE.

In order to make room for SPRING GOODS on and after

MONDAY, FEBRUARY 5TH,

We shall offer the remaining of our WINTER STOCK at an

IMMENSE REDUCTION.

DRESS GOODS, at 15 Cents per Yard.
DRESS GOODS, at 20 Cents per Yard.
DRESS GOODS, at 25 Cents per Yard.
DRESS GOODS, at 30 Cents per Yard.
DRESS GOODS, at 35 Cents per Yard.

FANCY SILKS!

We offer about 5,000 Yards at 35 Cents per Yard (these are more or less soiled), Original Price $1.50 and $2.00 per Yard.

JAPANESE SILKS!

Reduced to 40 Cents per Yard.

WOOL SHAWLS,
MANTLES,
and JACKETS,

Marked VERY CHEAP.

LADIES', BOYS', and GIRLS' FELT HATS, at HALF PRICE.

FANCY WOOL GOODS, at less than Half Price.

LADIES' and CHILDREN'S WOOL and MERINO HOSE, GREATLY REDUCED.

100 Dozen CHILDREN'S WOOL and MERINO SOCKS, All Sizes, at less than Half Price.

SEVERAL THOUSAND YARDS of VARIOUS REMNANTS, comprising:—

STUFF GOODS,
FLANNELS,
PRINTS,
CALICOS,
MUSLINS,

and other USEFUL GOODS, are marked at Prices which must effect immediate Sale.

In order to prevent disappointment we beg to inform our Customers and the Public that this EXTRAORDINARY and UNPRECEDENTED SALE must CLOSE on February 24th.

SAYLE AND CO.
VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

NOTICE.

PACIFIC MAIL STEAMSHIP COMPANY.

BY ORDER of the BOARD of DIRECTORS, we have ASSUMED CHARGE of the COMPANY'S BUSINESS at this Port.

Until Further Notice the Offices of the Company will remain at No. 16, Praya Central.

Mr. C. V. SMITH is authorised to SIGN Bills of Lading.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

RUSSELL & Co., *Agents.*

tf 237 Hongkong, 5th February, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

HONGKONG AGENCY.

FROM this date, the Offices of this Agency are REMOVED to the Premises on the Praya Central, lately occupied by Messrs. GILMAN & Co., next to Messrs. RUSSELL & Co.'s Building.

H. DU POUEY, Agent.

1m 194 Hongkong, 1st February, 1877.

A CARD.

P. FADASILVA,
GENERAL COMMISSION AGENT,
TAKAO and TAIWANFOO.

3m 1856 Takao, November, 1876.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty percent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1192 Hongkong, 27th June, 1872.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Offices of the Company, CLUB CHAMBERS, THIS DAY, 19th February, 1877, at 3 P.M., for the purpose of receiving a Statement of Accounts to 31st December, 1876; the Report of the Directors; and for the election of Directors and Auditors.

By Order of the Board,
D. GILLIES, Secretary.

18d 205 Hongkong, 19th February, 1877.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th instant, both days included.

By Order, D. GILLIES, Secretary.

18d 206 Hongkong, 2nd February, 1877.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, No. 7, Queen's Road, TO-MORROW, the 20th February instant, at THREE o'clock in the Afternoon, to receive a Statement of Accounts for the year 1876, the Report of the General Managers, and to elect a Consulting Committee and Auditors.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong Fire Insurance Co., Limited.

137 Hongkong, 20th January, 1877.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February next, both days included.

JARDINE, MATHESON & Co.,
General Managers,

Hongkong Fire Insurance Co., Limited.

138 Hongkong, 20th January, 1877.

THE CHINESE INSURANCE COMPANY (LIMITED).

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the SIXTH ORDINARY MEETING of the SHAREHOLDERS of the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on FRIDAY, the 2nd March, 1877, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1876.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th February to the 2nd March, both days inclusive.

By Order of the Board,
OLYPHANT & Co.,
General Agents.

177 Hongkong, 29th January, 1877.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in an ACCOUNT of BUSINESS contributed during the HALF YEAR ended 31st December, 1876, on or before the 28th instant, on which date the Accounts will be closed.

By Order of the Directors,
D. GILLIES, Secretary.

17d 262 Hongkong, 9th February, 1877.

STORAGE.

GOODS received on Storage in Four Spacious Granite Godowns, marked A, of about One Thousand Tons Capacity, at Praya East, at Three-and-a-half Cents a Month per Ton. Also TWO GODOWNS to LET at a Reasonable Price. Apply to

TANG LOK,
of TANG YUEN CHONG.

1m 251 Hongkong, 9th February, 1877.

THE ORIENTAL ÆRATED WATER MANUFACTORY.

Having purchase the above Business, I am now prepared to execute Orders for

SODA WATER,
TONIC WATER,
LEMONADE,
AND GINGERADE,

of SUPERIOR QUALITY, and on MODERATE TERMS.

The Manufactory has been thoroughly refitted, and placed under the supervision of experienced men. None but the VERY BEST INGREDIENTS are used.

A trial Order is respectfully solicited.

Orders may be sent through THE ORIENTAL DISPENSARY, THE FRENCH DISPENSARY, Mr. J. M. GUEDES, Jun., or, to

LEONARDO NORONHA, Proprietor.

207 Hongkong, 1st February, 1877.

NOTICE.

MR. F. PANIZZA late of Sydney, N.S.W., PROFESSOR of the PIANOFORTE and SINGING, now residing permanently in Hongkong, is prepared to attend Pupils for either of the above Branches.

EVENING PARTIES ATTENDED.

PIANOS AND HARMONIUMS TUNED AND PREPAIRED.

PROSPECTUS at Messrs. KRUSE & Co.'s.

13d 247 Hongkong, 9th February, 1877.

STREET CRIES.

WANTED, the POLICE, or Someone in Authority to enforce Section III. of Ordinance 10 of 1872, which runs as follows:—"Every Person shall be liable to a Penalty not exceeding Twenty-five Dollars who shall use or utter Cries for the purpose of buying or selling any Article whatever, or who shall make any Noise whatever, with the object of disposing of or attracting attention to his Goods, Wares, or Trade, within any District or Place not permitted by some Regulation of the Governor in Council."

1592 Hongkong, 27th September, 1875.

STORAGE.

COALS received on Storage in First-class Godowns of about 5,000 tons Capacity, situated on the Praya West, Wanchi.

T. G. LINSTEAD.

1900 Hongkong, 18th November, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD, *Agent Sun Fire Office.*

1435 Hongkong, 4th October, 1876.

Intimations.

AMATEUR DRAMATIC CLUB OF HONGKONG.

The Members of the above Club will give their

FOURTH PERFORMANCE of the Season at the THEATRE ROYAL, CITY HALL, THIS (MONDAY) EVENING, 19TH FEBRUARY,

when will be presented the Popular Burlesque of

"ALADDIN; OR, THE WONDERFUL SCAMP."

By kind permission of Colonel DICKINS and the Officers of the 28th Regt., the Regimental Band will be in attendance.

Doors open at 8.30; Performance to commence at Nine o'clock.

Tickets may be had at Messrs. LANE, CRAWFORD & Co.'s on and after Wednesday, 14th February.

CHAS. C. COHEN, Honorary Secretary.

168 Hongkong, 29th January, 1877.

FOR MANILA (DIRECT).

THE Steamship "ESMERALDA," Captain Thebaud, will be despatched for the above Port on SATURDAY, the 24th instant, at Noon.

For Freight or Passage, apply to A. MACG. HEATON, Agent.

290 Hongkong, 17th February, 1877.

NOTICE.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE COMPANY.

The BUSINESS of this COMPANY has This Day been TRANSFERRED to THE MARINE INSURANCE COMPANY, of 20, Old Broad Street, London.

By Order of the Proprietors,
WILLIAM HUNT, Secretary.

137, Leadenhall Street, London,
1st January, 1877.

THE MARINE INSURANCE COMPANY.

ESTABLISHED 1836.

CAPITAL.....£1,000,000 Sterling.
RESERVE FUND.....£340,000 Sterling.

With reference to the foregoing advertisement, THE MARINE INSURANCE COMPANY has This Day taken over the Business of the LONDON AND ORIENTAL STEAM TRANSIT COMPANY, and has appointed Mr. A. McIVER as its AGENT at HONGKONG.

By Order of the Board of Directors,
ROBERT J. LODGE, Manager.

20, Old Broad Street, London,
1st January, 1877

NOW READY FOR SALE.

THE CHRONICLE AND DIRECTORY FOR 1877.

(With which is incorporated "THE CHINA DIRECTORY.")

This Comprehensive Work, now in the FIFTEENTH YEAR of its existence, has been compiled from the BEST and MOST RELIABLE SOURCES, and no pains have been spared to render it COMPLETE in EVERY RESPECT.

It contains:—

THE DIRECTORY FOR HONGKONG.
THE DIRECTORY FOR CANTON.
THE DIRECTORY FOR WHAMPOA.
THE DIRECTORY FOR MACAO.
THE DIRECTORY FOR HOIHOW.
THE DIRECTORY FOR SWATOW.
THE DIRECTORY FOR AMOY.
THE DIRECTORY FOR FORMOSA.
THE DIRECTORY FOR FOOCHOW.
THE DIRECTORY FOR NINGPO.
THE DIRECTORY FOR SHANGHAI.
THE DIRECTORY FOR CHINKIANG.
THE DIRECTORY FOR KIUKIANG.
THE DIRECTORY FOR HANKOW.
THE DIRECTORY FOR CHEFOO.
THE DIRECTORY FOR TAKU.
THE DIRECTORY FOR TIENTSIN.
THE DIRECTORY FOR NEWCHWANG.
THE DIRECTORY FOR PEKING.
THE DIRECTORY FOR JAPAN.
THE DIRECTORY FOR PHILIPPINES.
THE DIRECTORY FOR SAIGON.
THE DIRECTORY FOR HAIPHONG.
THE DIRECTORY FOR HANOI.
THE DIRECTORY FOR SINGAPORE.
THE DIRECTORY FOR BANGKOK.

With brief descriptions of Hongkong, the Treaty Ports of China, Japan, and the Philippines.

It also includes a mass of useful information in addition to that usually found in works of the kind.

The larger Directory contains the different Treaties and Conventions made by China and Japan with foreign countries, together with various Acts, Ordinances, and Regulations relating to Commerce and Shipping.

It is further embellished with a Chromo-lithograph of a

PLAN of VICTORIA, HONGKONG;

THE

FOREIGN SETTLEMENTS of SHANGHAI;

Chromo-lithograph Plate of the NEW CODE of SIGNALS in use at the PEAK;

Also of the various HOUSE FLAGS (Designed expressly for the Work);

and

MAPS of HONGKONG, JAPAN, &c.

The Chronicle and Directory is the only publication of its kind for China and Japan, and it will be found invaluable in all Public, Mercantile, and General Offices.

It is published in two forms—Complete, at $5; or with the Lists of Residents, Post Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO.....Mr. L. A. de Graça.
SWATOW.....Messrs. Campbell & Co.
AMOY.....Messrs. Wilson, Nicholls & Co.
FORMOSA.....Messrs. Wilson, Nicholls & Co.
FOOCHOW.....Messrs. Hedge & Co.
NINGPO.....Messrs. Kelly & Walsh, S'ghai.
SHANGHAI.....Messrs. Hall & Holtz.
SHANGHAI.....Messrs. Kelly & Walsh.
HANKOW and RIVER PORTS.....Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
CHEFOO and NEWCHWANG.....Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
TIENTSIN and PEKING.....Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI.....The C. and J. Trading Co.
HIOGO, OSAKA.....The C. and J. Trading Co.
YOKOHAMA.....Messrs. Lane, Crawford & Co.
YOKOHAMA.....Mr. C. D. Moes; *Japan Gazette.*
MANILA.....Messrs. J. de Luzuriaga & Co.
SAIGON.....Mr. J. H. Bloom, *Independant.*
SINGAPORE.....Messrs. Riddelow and Martin.
BANGKOK.....Messrs. Malherbe, Jullien & Co.
LONDON.....Mr. F. Algar, Clement's Lane.
LONDON.....Mr. Geo. Street, 30, Cornhill.
LONDON.....Messrs. Bates, Hendy & Co.
SAN FRANCISCO.....Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK.....Messrs. S. M. Pettingill & Co. 37, Park Row.

NOTICE.

A. S. WATSON AND CO.,

FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS,

PATENT MEDICINE VENDORS,

DRUGGISTS-SUNDRYMEN,

And

AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED

PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

827 HONGKONG DISPENSARY.

BIRTH.

On the 7th instant, at Amoy, Mrs. H. A. PETERSEN, of a Daughter. [291

The Daily Press.

HONGKONG, FEBRUARY 19TH, 1877.

THE mortality returns for this Colony during 1876, published in the *Gazette* of Saturday, show that that year was an unusually healthy one. The annual death-rate for the British and foreign population, after deducting non-residents, was only 22.92 per thousand of the inhabitants, compared with 25.94 in 1875, 25.94 in 1874, and 24.53 in 1873. This is a very favourable return for a semi-tropical climate, and is a much lower death-rate than that of most large towns in the United Kingdom. Something must, of course, be put down to the exceptionally cool summer enjoyed here last year; but even taking the rate of the previous year, 25.94, as the average, it is by no means high, and establishes for Hongkong the reputation of being a fairly healthy place. The mortality among the natives was rather higher last year than in 1875, and this is partly to be explained by the number of deaths resulting from small-pox. The last quarter of the year has swelled the native death-rate very considerably, it being no less than 34.16 per thousand for the period. The deaths from convulsions among the Chinese are again very numerous, but those from exposure stand at the top of the list, showing that carelessness, poverty, and neglect are accountable for a considerable proportion of the mortality. Phthisis, debility, and diarrhœa head the list of fatal diseases among the European and American residents. The number of births among the British and foreign community, it is to be noted, exceeds that of the deaths considerably. The returns are very satisfactory as far as the Europeans are concerned, but the increased mortality among the native population points, it is to be feared, to an insanitary condition of the streets of Taipingshan. In fact, there is no doubt that the drainage, &c., of the native quarter is susceptible to great improvement, and it is to be hoped that the Surveyor-General will soon be authorised to inaugurate some sweeping measures of reform in these streets. It is most important that the drainage of all parts of Victoria should be properly provided for, in order to avoid the outbreak of fevers and epidemics. Health should be a first consideration everywhere, and too great care cannot be taken by the Government to secure this invaluable boon to the residents of this Colony, whether British, foreign, or native.

THE latest information furnished by Reuter anent the Eastern Question, if reliable, is certainly of a very warlike character. A Russian army numbering two hundred thousand men, provided with seven hundred and twenty guns, has, it is stated in a telegram published elsewhere, been concentrated at Kischeneff, in Bessarabia, and is held in readiness to cross the Danube. The last telegram received now looks very like a confirmation of this report. According to that the negotiations for peace had been suspended, and the British Government was protesting against coercion being used towards Turkey. It would be inferred from this that Russia had taken up a hostile position and intended war. The fact of this army being assembled on the borders renders the outbreak of hostilities almost a certainty. Of course, there is the chance that the CZAR only intends to make a display of force, hoping thereby to overawe Turkey and to induce the Porte to grant some concessions; though this, it must be admitted, is scarcely likely, having regard to the unyielding spirit displayed by the Turks all through the negotiations. If the Russians do mean business, they have chosen a bad season of the year for commencing operations. There have recently been great floods all over Europe, and the Danube has, in all probability, laid a good deal of the adjoining country under water. Moreover, the weather has been severe, and the troops would suffer greatly from exposure. The Russians care less, perhaps, about the condition of their men than some European nations, as they can more readily make up for losses in the ranks, and have less consideration for the value of human life. From Kischeneff their army will probably march southwards through Moldavia, cross the Danube below its junction with the Pruth, and thus enter Bulgaria. Whether they would be allowed to cross the Danube without opposition is another matter. The Turks have, according to our London correspondent, massed some one hundred and fifty thousand men in Bulgaria, with the intention of resisting any attempt at the occupation of that province by Russia. It is to be feared that the war, if it should break out, cannot be localised. The action of the British Government in ordering Sir WILLIAM JERVOIS to Australia to make arrangements for the fortification of its coasts would appear to indicate anticipation of a great and serious—perhaps protracted—war, the end of which cannot easily be foreseen. The political situation at the present moment is undoubtedly extremely ominous, and no one need be surprised to hear any day that the first shots have been exchanged between the Muscovite and the Ottoman, and a bloody war of race, religion, and mutual rivalry inaugurated, into which the other leading Powers may eventually be all more or less involved. Europe has too often been a vast camp, in which contending nations have struggled for the supremacy, and it is to be feared that this question has once more to be decided.

The officers and crews of H.M. gunboats *Growler*, *Midge* and *Swinger* were paid off on Saturday morning, and the vessels were recommissioned the same day. Commander Henry G. Salmond again resuming command of the *Midge*.

Notice is given in Saturday's *Gazette* that, in accordance with a letter received from the Right Hon. the Secretary of State for the Colonies, all applications made for the direct clearance of British ships to any port whatever of the Sulu Archipelago will be complied with.

The flower show continued open on Saturday afternoon, but owing to the disagreeable weather it was not very largely attended. The prize challenge cup for vegetables has fallen to the lot of Mr. Dickie, who certainly had a very fine collection at the show and took prizes in a great many classes. The judges have not yet come to a decision with regard to the prize challenge cup for flowers. A special prize was awarded to Mr. Holmes for three coleus shown in the fine foliage class.

The members of the Amateur Dramatic Club will give a performance at the Theatre Royal, City Hall, this evening. The piece selected for representation is the popular burlesque, "Aladdin, or the wonderful Scamp," which was given by the Amateurs with so much success last season. The cast is the same as before, and the public will therefore have an opportunity of witnessing the repetition of a performance which reflected great credit upon the Club. Mr. Traeb's *Widow Twankay* is certainly not likely to be forgotten.

From the Acting Registrar-General's report of the births and deaths in the Colony for the past quarter, published in Saturday's *Gazette*, it appears that 540 births and 1,036 deaths were registered in that period. During the past year the total births were 1,840, and the deaths 3,432. Of the former 171 occurred among the British and foreign community and 1,669 among the Chinese. The deaths were thus distributed:—British, 39; Portuguese, 51; Indian, 16; Malay, 8; Non-residents, 43; Chinese, 3,281. The annual death-rate per 1,000 for the whole population was 28.18 against 25.87 in 1875; for the British and foreign community, deducting non-residents, 22.92, against 25.94 in 1875; for the Chinese, 28.39 against 25.75 in 1875. Four deaths from small-pox occurred among the British and foreign community during the year, and 165 among the Chinese.

A small German vessel, named the Ino, has arrived at Greenock with a cargo of sugar direct from Swatow. The *Glasgow Herald* says the sugar is very superior in colour to most West India sugar imported.

At the Peak the maximum temperature during the past week, as recorded in Saturday's *Gazette* was 63.0, the minimum 37.0; at the Harbour-Master's Office, Praya West, the maximum was 69.0, and the minimum 45.0. 1.03 inches rain fell during the week.

The Eastern Extension Company's Cable between this and Cape St. James was broken early yesterday morning. It was working well up to 9 o'clock on Saturday evening, so that it is reasonable to suppose that it has been caught by a vessel's anchor or otherwise injured. The fault is within a few miles of Hongkong, and the Company's steamer *Edinburgh* may be expected to leave Singapore at once to effect repairs.

We have received a copy of a pamphlet entitled "A short account of Tea and Tea Trade," by Reginald Hanson, M.A., F.S.A., reprinted from the author's weekly trade circular. This *brochure* contains a good deal of interesting information. The first chapter gives in a succinct manner, the early history of the tea trade and the introduction of this article into England. It appears that the Dutch were the first to send over a small quantity to England, but the first distinct reference made to the article is to be found in a letter written in 1615 by a Mr. Wickham, an Englishman, and agent for the East India Company at Firando, Japan, who writes to a Mr. Eaton at Miako, asking for a pot of the best *chaw*. A few years later tea seems to have been pretty generally known in London, and to have been sold at several coffee houses. The author then traces its rise into public favour and the development of the trade in the United Kingdom, giving tables of its early consumption, which compare rather strikingly with the trade of the present time. He goes on to describe the cultivation of the plant and manufacture of the leaf, its various qualities and places of growth, and gives his readers a large amount of useful and interesting information on these points. The seventh chapter is devoted to an account of the origin and growth of the cultivation of this plant in India. Mr. Hanson is of opinion that the Indian teas are steadily growing into favour, and that they are likely to go on doing so. In some parts they are already much preferred, he says, to the Chinese teas. Another chapter is occupied by a consideration of the water proper to be used for its infusion, and one with the method of using it. A great many valuable hints are given on this point. The different mixtures adopted are likewise fully described, and the concluding chapter is taken up with the consideration of the chemistry and physiological effects of tea. The author considers it as auxiliary to the health, comfort, and happiness of all classes. The little work also contains a useful map showing the places of production in China of the different varieties of tea known to British consumers, besides several woodcuts illustrative of the various processes of manufacture. It is printed for private circulation, but deserves to be widely read.

CRICKET.

OFFICERS OF THE FLEET V. MR. HEAD'S TEAM.

A match was played on the cricket-ground on Friday, the officers of the Fleet in harbour having sent in a challenge to Mr. Head to play the team he has got together from the coast for the match against the Hongkong Club to-day and to-morrow. Mr. Head had nine of his men on the spot, and Messrs. Handley and Johnson made up his eleven for him. It was intended that it should be a two days' match, but the rain of Friday night had quite spoiled the ground for play on Saturday, and the issue was therefore decided on the single innings played by each side on Friday. The men from the coast made a tolerably fair show, but Mr. Handley put together the highest score (20) on Mr. Head's side. Mr. Handley also showed to the fore in the bowling, seven wickets falling to him. Mr. Hodder made a good score of 47 for the Fleet, put together by very good play. As will be seen by the appended score Mr. Head's side was victorious, but by only ten runs. Subjoined is the score:—

MR. HEAD'S ELEVEN.		FLEET.	
Mr. Handley, c Clash, b Hynes	20	Mr. Hynes, b Watson	4
Mr. Woollett, run out	13	Mr. E. Ryder, b Watson	18
Mr. G. F. Johnson, c Hodder, b Hynes	5	Mr. Hodder, not out	47
Mr. Head, b Hynes	14	Mr. Topping, c Johnson, b Watson	0
Mr. McIvor, b Rice	8	Mr. Langham, c Woollett, b Handley	5
Mr. Aubert, run out	11	Mr. Rice, c Woollett, b Handley	1
Mr. Bridgeman, b Hynes	13	Mr. Jones, l.b.w, b Handley	5
Mr. Watson, c Hynes, b Handley	1	Mr. Barry, b Handley	0
Mr. Harkness, not out	17	Mr. Fenwick, b Handley	0
Mr. Murison, run out	0	Mr. Gardner, b Handley	7
Mr. Brenan, b Hynes	0	Mr. Clash, b Handley	0
Extras	6	Extras	14
	108		98

SAILING MATCH.

An open boat race was sailed on Saturday afternoon. Five boats started, and got away at about three minutes past two, with a slight breeze blowing. They rounded the first stake boat as follows:—

	H.	M.	S.
Blackhead & Co.'s	3	15	30
Lane, Crawford & Co.'s	3	16	45
Cooran's	3	17	16
Sailors' Home	3	17	55
Jesse's	3	18	53

From the first to the second stake boat, the boats had to beat about on account of partial head wind and calms. They rounded as follows:—

	H.	M.	S.
Blackhead & Co.'s	4	42	55
Jesse's	4	53	00
Lane, Crawford & Co.'s	4	55	00
Sailors' Home	5	0	00
Cooran's	5	3	30

From this to the winning point baffling winds and calms were still experienced. The boats came in, however, pretty will together at the following times:—

	H.	M.	S.
Blackhead & Co.'s	6	40	10
Cooran's	5	50	55
Jesse's	6	1	25
Lane, Crawford & Co.'s	6	2	00
Sailors' Home	6	2	25

The first prize was taken by Cooran's boat, which had an allowance of three minutes.

POLICE INTELLIGENCE.

17th February.

BEFORE JAMES RUSSELL, ESQ.

DRUNKENNESS.

Edward Lavender, a seaman on H.M.S. *Vigilant*, was charged with drunkenness and refused to pay chair hire. He was fined 25 cents and ordered to pay chair hire 20 cents.

FIGHTING.

Ho Akan and Lum Achoy, were apprehended by P.C. 112, and charged with fighting and creating a disturbance in a public latrine at West Point.

The first prisoner said the second prisoner and another came in whilst he was there and spoke English. He remarked to some one near him it was very good English, whereupon the second prisoner and his friend turned on him and told him to mind his own business.

The second prisoner confirmed this.

They were fined twenty five cents each.

Ho Achak and Wong Ayow, were apprehended by P.C. 278, and charged with fighting at West Point.

The first prisoner said he was after a thief and pulled the stocking of the second.

The second said he and the first prisoner had been gambling and they had a fight about winnings.

The first prisoner was fined $1, and the second was fined 50 cents.

STREET GAMBLING.

Leung Ayuen, was found by P.C. 310 carrying on gambling in Cross-street, having in his possession a marked cloth, a cup, and spinning dice.

The prisoner was sent to fourteen days' hard labour.

ALLEGED STEALING OF A JACKET.

Lam Atsoi, a coolie residing in Third-street, was charged by Fan Fin I, a coolie, living in the same street, with stealing from his person a jacket, value 70 cents.

The prosecutor said last night he was called up by the prisoner into his house and when he got up, the prisoner, whom he only knew by sight, asked for the loan of money. He refused to give any and prisoner then told him to pawn his jacket. He refused to do this and the prisoner and others took his jacket from him by force.

The prisoner said that last year the prosecutor brought a friend to him who stayed all night. The next morning the man left early and took with him his bed quilt. He could not find the man after words and told the prosecutor he would have to pay for the loss. The prosecutor gave him the jacket and went away.

A witness Lam Along proved this.

The prisoner was discharged and the jacket handed over to the proper owner.

AN INCORRIGIBLE CHARACTER.

James Gravagan, a private in H.M.'s 20th Regiment, summoned Emily Burke, a married woman, living in Wellington Barracks, for, on the 15th instant, unlawfully and maliciously assaulting him with an iron chopper, with intent to do him grievous bodily harm.

The defendant said she did commit the act alleged, but she is under very great provocation. She was passing the complainant's room and he called her by an improper name.

The magistrate asked her if she had any witnesses, as if she had and they were not present he would have them subpœnaed at once.

The defendant said she had none at court but under the circumstances, she having been provoked to commit this assault, she considered she should be as fairly dealt with as the complainant, who had been allowed to bring witnesses up. It was with great provocation she committed the assault. She always had to pass complainant's door to go to her room, and he had often made use of bad language towards her, but she had taken no notice of it till this time.

The magistrate said he would take evidence first.

The complainant said on the 15th instant he was in his own room at Wellington Barracks sitting down with private Coleman and another private lately enlisted. This was at 8 o'clock. The defendant came deliberately in and with a chopper made a blow at his head, and said she would knock his brains out. He warded the blow off, but it cut his arm and his head, and she made another blow which cut his eye. The chopper was taken from her and she was taken to her room. She was nearly drunk. However had a quarrel with her. She was in the habit of drinking.

The defendant said she was not drunk. She was excited to the act from the fact that the complainant called her bad names.

John Coleman, a private, said that as he was returning to his room he saw the defendant in the act of chopping at last witness; and he seized the chopper. He did not see any blow. The defendant appeared to him to be sober. He did not see the first of the affray, he had just come into the room from the canteen, and seeing the chopper uplifted snatched it away.

In reply to the defendant, witness said he did not see her cut the complainant.

Robert Cutting Hore, sergeant of the company, said the matter was reported to him and he reported the matter to the captain of the company. He took prisoner to the Police Station, but the Inspector refused to take charge of her. He then took her back. She was very drunk. She had smashed everything in her room. She is in the habit of taking drink. He was ordered to come up to court and answer any questions. They had proper means of confining the defendant. Her character is incorrigible, and for this reason she is to be sent home in H.M. troopship *Himalaya*. She constantly gets drunk, and she is reporting the whole of the company.

The defendant said she had been aggravated and annoyed and the complainant called her names.

The Magistrate told her that, as she was to be sent home in the *Himalaya* he would remand her to gaol until she sailed, which would be about the 5th March. She did not appear to be her first offence, and being a dangerous character in barrack she would be kept in gaol till the ship sailed.

Prisoner—I will be quiet in my own quarters.

The Magistrate—I cannot trust you.

ALLEGED ABUSIVE LANGUAGE.

Hadjee, a shopkeeper, summoned Mahomet Devance, clerk to Mahomet Arab, for unlawfully making use of abusive language to him, whereby a breach of the peace might have been occasioned.

The complainant gave evidence alleging that the defendant made use of very disgusting language.

The defendant said he was passing the shop, and the complainant came out and abused him: He (defendant) was under a rule of bail now, and he knew better than commit the offence the complainant alleged he had done.

The defendant was discharged with a caution.

FIRE CRACKERS AGAIN.

About fifteen Chinese were summoned to appear for firing crackers and were fined 25 and 50 cents each.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 15th February.

THE EASTERN QUESTION.—AGGRESSIVE ATTITUDE OF RUSSIA.

Latest reports from Constantinople announce that a Russian Army of 200,000 men and 720 guns has been concentrated at Kischeneff (Kishinof in Black's Atlas) and is held in readiness to cross the Danube into Bulgaria.

PROJECTED FORTIFICATION OF THE AUSTRALIAN COAST.

His Excellency Colonel Sir William F. D. Jervois, R.E., at present Governor of the Straits Settlements, has received an intimation that he is to proceed to Australia to make such arrangements for fortifying the coast as he may deem necessary.

FOOCHOW.

The Chinese revenue cruiser *Ling Feng* arrived in port on the 4th instant. We understand that she will leave for Wên-chow with the Customs staff immediately after the native new year holidays.

Mr. Consul Davenport arrived per *Haiming* from Shanghai on the 3rd instant, and proceeded to Wên-chow on the 6th in H.M.S. *Hornet*. In a few days, therefore, we may expect to see the opening of that port to foreign trade officially announced.

Ting Futai left Keiung and Tamsui about the middle of last month for Taiwanfoo. His Excellency travelled overland, attended we hear by the principal Formosan officials. During his stay at Keiung, the Futai minutely inspected the coal mines at that place, and appeared to be much interested in the working of the same.

We hear that the China Merchants Company intend to run one or more of their steamers regularly between this port and Shanghai. The *Fu Yüh* is announced to clear at Pagoda Anchorage to-morrow, Friday morning, at daylight. Now it is worth noting that while foreign-owned vessels are compelled to take out clearances at the Custom House in Nantai, only between the hours of 10 a.m. and 4 p.m., this pampered native company is—on the authority of its agent—privileged to clear its vessels at the Anchorage at daylight! We feel tempted to enquire, in the words of the illustrious Artemus Ward—"Why are these things thusly?"—*Foochow Herald.*

EXCLUSION OF LEKIN FROM THE FOREIGN SETTLEMENTS.

THE TSUNG-LI YAMEN TO THE INSPECTOR-GENERAL OF CUSTOMS.

Arrangements having been concluded between this Yamen and Pa (Von Brandt), the German Minister, for the abolition of lekin taxes on foreign goods sold by foreign merchants within the limits of the foreign Settlement at Shanghai, and the issue of certificates within a specified period of thirty-six months, the German Minister Pa informs us that he has already consulted with his colleagues with respect to the day from which they shall take effect. The date decided on is written below:—

First.—No collection of lekin taxes is to take place within the limits of the foreign Settlements. As regards the newly-opened ports, where the boundaries of such Settlements have not as yet been defined, it will be necessary to wait until these have been definitely fixed by the Chinese and foreign representatives. In Shanghai, of course, the Settlement is properly defined; the good imported by merchants are in every sense foreign goods, whether sold to Chinamen or foreigners, and these are to be exempted from lekin taxation within the Settlement, from the first day of the third year of Kuangsü.

Secondly.—With respect to the certificates [or drawbacks] above referred to. In the case of all merchandise of a *bonâ fide* foreign origin, which, after having paid the full import duty, it shall be desired to re-export to a foreign country, provided that the goods remain intact and unchanged in the original packages, the first day of the third year of Kuang-sü shall be the period from which the term of thirty-six months shall be allowed, counting from the date of importation to the date of exportation, within which the issue of drawback certificates may be applied for, the said certificates being exchangeable for ready money at the option of the merchant.

Drawbacks issued previous to the first day of the first month of the third year of Kuang-sü, being unlimited as to time, shall be receivable on payment of duty, but will not be redeemable in cash.

These two articles have been communicated by the Tsumên to all the Foreign Representatives, and to all the high Chinese officials at the Northern and the Southern ports, who will instruct their subordinates to act in accordance with them. It is also necessary to inform the Inspector-General of Customs, in order that he may regulate his actions agreably to the same.

Kuang-sü, 2nd year, 10th moon, 27th day.—*Siupao.*

NORTH-WEST AFRICAN EXPEDITION.

Mr. Donald Mackenzie writes as follows to the *Times*:—Kindly grant me space in your columns to enable me to lay before your readers a brief outline of the result of my recent visit to the North-West Coast of Africa, and also what is proposed to be done in order to open up direct communication with Soudan. I made a careful examination of the coast of Africa from Cape Bojador in the south to the great mouth in the north, a coast line of about 200 miles in extent. There are several places where a safe landing can be made, on this coast at certain seasons of the year, but I could only find one safe harbour, which is situated in lat. 27.52 N., long. 12.53 W., and is called by the sailors of Canary "Matas de San Bartolome" (Tree of Saint Bartholomew). This port is formed in a small bay by a reef stretching out from Cape Juby to a distance of about one and a half mile southward. This reef is formed of rock, and runs parallel with the shore, which makes a gradual bend inward from the Cape. Several portions of the reef are visible at low water, and at that state of the tide the water inside is as smooth as a lake, having an average depth of 10 feet, with 12 feet at the entrance, which is about half a mile wide; at high water it has an average depth of 18 feet, with 20 feet at the entrance. At this state of the tide a line of surf marks the position of the reef, leaving only a small portion visible at the south end. The port is sheltered from almost all weathers, having Cape Juby on the north, the reef (which forms a natural breakwater) on the west, the mouth being covered by a small cape, which stretches out on the south. On some parts of the shore inside the reef are layers of sandstone of superior quality, about a foot thick, running out towards the sea. This stone is excellent for building purposes. We observed a well about a quarter of a mile from this port; it supplies the tribes who inhabit these regions as well as their flocks, which are numerous, with water. This well has the appearance of having been dug by the natives, and had a depth of about three feet. I may state that the climate of these regions is excellent and well suited to the European constitution. The greatest heat we experienced was not more than 116 degrees in the months of June, July, and August. From Cape Juby we made short excursions into the interior. The portion of the Desert traversed by us is composed of sand, rock, and clay. The vegetation consists of bushes and plants of various kinds and wild grass, among which large flocks of sheep, camels, and goats find pasture. There are also trees on some of the hills, which grow to a height of about fifteen feet. I may state that travelling in this country is exceedingly pleasant.

The tribes who inhabit these regions are not of the Negro race, but seem to belong to the Berbers, who were the original inhabitants of the Atlas Mountains, who were driven south by the Moors. Their occupation is keeping flocks, cultivating the land, and hunting. They are also eager traders. Many of them are tall and handsome, having good features and of simple habits, and not so bigoted as the Moors of Morocco. Their dress consists of loose blue garments; some dress in other colours. Almost all of them possess a double-barrel gun of French manufacture. They have also superior daggers of native make. I made a priest and his father, who is a chief in the interior, a present of an Arabic Bible each, with which they were very well pleased. The priest offered me two rams for them, but I informed him that I was unable to accept them. The Bibles were kindly given by the British and Foreign Bible Society.

I may here state we made certain examinations of the mouth of the channel, which it is supposed once formed the connexion between the Atlantic Ocean and the depression in the Sahara called El Jiff. The appearance of this channel answers fully the description given of it by Captain Riley. The mouth of it, which is called "the great mouth," is situated about 30 miles north of Cape Juby. The entrance is about two and a half miles wide, with a sandbar across, about 30ft. high at the south end and 10ft. at the north. The cliffs on each side rise to a height of about 200ft. perpendicular. This channel widens inland. A range of mountains at about 20 miles from the shore stretches from north to south, but opposite the great mouth there is a break in this range of about 15 miles. This answers Captain Riley's account, for he says that the channel was about ten miles wide where he passed it, and remarks that it widens considerably inland; he also says that the cliffs on one side of the channel rise to a height of about 500ft. perpendicular. The bottom is encrusted with marine salt. It would appear from these observations that the bed of this channel is about 200ft. below sea level, in which the sailors of Canary who know the channel concur.

I made a close examination of the mouth of this channel, having approached to about 100 yards of the sandbank, which, I think, is not more than 300 yards across, and could be easily cleared away. The British Vice-Consul of Lanzarote sent with me to view it. I was most anxious to make a thorough examination of this channel, but the surf was too heavy to admit of it. We made several attempts to land without success. The only way by which it could be successfully accomplished is by going from the port at Cape Juby by land, but the natives were unwilling to allow this, unless trade was commenced with them at once, stating that they were anxious to have a market opened. I therefore called a meeting of the chiefs and people, at which the British Vice-Consul was present. At this meeting the chiefs agreed to permit me to form a settlement at Cape Juby and open the port for trade. The British Vice-Consul made a certificate of what passed at this meeting. Our intercourse with these people was of the most friendly character, they expressing a wish that we might soon return.

The importance of the port at Cape Juby as a trading station will at once be seen when we consider the present tedious system of transport between North Africa and Soudan. Central Soudan the country with which it is proposed to hold direct commercial intercourse from Cape Juby, is the most important portion of the great African Continent, as is clearly proved by the researches of eminent travellers, such as Dr. Barth, Denham, Clapperton, and others. It is bounded on the south by Equatorial Africa, on the west by the Kong mountains, on the east by Kordafan, on the north by the Sahara Desert. Central Soudan is divided into several extensive kingdoms, the principal being Bourbarra, Mesina, Gaudo, Houssa, Bagirmi, Boron, Sokoto, and Dar-fur. The chief towns are Timbuctoo, Sego, Yowara, Rabba, Kano, Sokoto, Masena, Kuka, Say, and Hamda-Allhi. The population of Central Soudan is estimated by Keith Johnston, LL.D., at 38,800,000, and the people are the most intelligent and industrious of the whole African race. They are most anxious to hold direct commercial intercourse with Europeans. The Kong Mountains and the general unhealthiness of the West Coast preclude any traffic from that quarter, hence it is that the only markets from which they receive manufactured goods are Morocco, Algeria, Tunis, and Tripoli. Caravans proceed from these ports once every year, taking circuitous routes across the Atlas mountains and the Great Desert of Sahara, travelling a distance of about 2,000 miles before Timbuctoo, the nearest market of Central Soudan, is reached, where the small supply of goods they bring with them are sold at immense prices on account of the expense of transit.

The annual value of the trade between the ports of North Africa and Central Soudan is approximately estimated at £4,350,000. The port at Cape Juby would command in a reasonable time the whole of this trade, since the distance from this port to Timbuctoo on the Upper Niger is only about 800 miles of almost level country, thus about 1,200 miles shorter than the present roads. Caravans proceeding from Cape Juby would make three journeys a year with greater ease than one by the present routes. This port is also very convenient for the European markets, it being distant only about 1,100 miles from England and 80 miles from the Canary Islands. The opening of the port at Cape Juby would be the means of gradually destroying the slave trade between North Africa and Soudan, as well as sending civilized influence into the interior of this vast continent. The port will also serve as an excellent basis from which an exploration can be made with safety of the great depression called El Jiff, since commerce carried out on just and equitable terms will gain the confidence of the natives, and destroy jealousy that would make travelling dangerous in these regions, unless the people benefited commercially by it. I may here state that in a report I received from the Foreign Office the Arabs declare that the depression called El Jiff is about 500 miles long and about 80 broad and that it is much below the level of the ocean.

It may be mentioned that there is an excellent fishery along the north-west Coast of Africa; those who engage in it at present are only the fishers of Canary. Cape Juby would form an excellent fishing station. In order to facilitate the trade between the Canary Islands and the port at Cape Juby it would be necessary to obtain a concession from the Spanish Government, abolishing the strict sanitary regulations that are now in force. Sir John Walsham, the Secretary of the British Legation at Madrid, laid an application on my behalf before the Spanish Minister for Foreign Affairs, who assured Sir John that the subject would receive their best attention. This application was supported by a despatch from the Civil Governor of the Canary Islands. It is proposed to establish a commercial station at Cape Juby as early as possible, and open the port free to traders, and make an exploration from this port to Timbuctoo, on the Upper Niger, at the same time establishing commercial relations with the native chiefs forming depôts in every important town on the proposed route. A survey will also be made of the basin called El Jiff, and of the channel or channels which connected it with the Atlantic Ocean. I may here state that the remaining members of the party who accompanied me last June to Africa are staying at the Canary Islands, waiting to join me when I return.

THE TEEPHONE.

It is little more than half a century since Oersted, by his discovery that a magnetised needle places itself across or at an angle to an electric current, made the observation which led to the introduction of the electric telegraph; and although progress was at that time necessarily slow, the nature and properties of what is popularly termed the electric fluid had no sooner begun to be better understood than invention after invention followed almost as a matter of course. It might have been supposed that the submarine cable and its delicate signalling apparatus which renders the slightest movements of the needle visible, had exhausted invention in connection with the telegraph; but so far from that being the case, it would seem as if we were still very imperfectly acquainted with the powers and uses of electricity as applied to telegraphic purposes. When the history of telegraphy is written in the future, the last three years will, in all probability, be noted as red-letter dates, for in that period telegraphy may be said to have entered on a new phase of its existence. The duplex and quadruplex systems, by which two or more messages are sent simultaneously in opposite directions by a rather complex, but easily managed, arrangement of the devices of the telegraph engineer, have been rendered practically obsolete almost at their birth by a discovery made at about the same time by Elisha Gray, of Chicago, and by La Cour, of Copenhagen, and popularly known as the musical telegraph. Gray's method of sending separate series of signals on a single wire by means of musical tones has been brought to no slight degree of perfection in the United States. It depends on the fact that different tones are produced by a different number of vibrations, and it is found that if an electric current is sent through a vibrating medium like a harmonium reed, and is then passed into a line wire, it will select a vibrating medium giving the same musical tone at the receiving end. Hence, by employing a sending instrument containing vibrators yielding notes of different pitches, several distinct messages can be simultaneously forwarded on one wire to the suitably arranged receiving instrument at the other end of the line. But the musical telephone, which has been so perfected as to send four messages simultaneously, has already been eclipsed by the still more important articulating telephone of Professor Graham Bell, a young Scotchman, settled in the States. This telephone, which may be said to convey vocal sounds through ordinary telegraph wires, and the full value of which can at present only be guessed, consist of a couple of small half-drums, each about 2 in. in diameter, with a membrane of gold-beater's skin stretched over one end. To this membrane a circular armature of soft iron is glued, and each drumhead, or telephone, is placed in front of a simple single-pole electro-magnet. The two electro-magnets form with the telephones an electric circuit, which, so far as is known at present, may be almost any desired number of miles in length. On singing into the open end of one of the telephones the membrane vibrate in unison with the notes sung, and makes and breaks contact with the electro-magnet, which by means of a current from a comparatively small battery, and the magnet at the other end of the line, registers the identical sounds on the membrane of the distant telephone. Moreover, if two persons sing simultaneously different notes, each series of tones is heard by the listener at the other end. So far there was nothing in the discovery to try the credulity of the scientific world; but when the news arrived that words spoken into one telephone were heard distinctly in the other, it was received, as the phrase goes, under all reserve, and it was not until Sir William Thomson, at the last meeting of the British Association, described his personal experience of the articulating telephone that it was accepted as a fact by the uninitiated. Since then the apparatus has been improved, a patent has been taken out in this country by Prof. Bell, and last Saturday Prof. Barrett exhibited a telephone and its capabilities at South Kensington. We need not enumerate the many applications of the new speaking telegraph; they are already numerous, and others will arise as the capabilities of the telephone are developed. Sir William Thompson declares it to be "the greatest by far of all the marvels of the electric telegraph," for he heard, apparently proceeding from the armature of an electro-magnet, not merely sounds, not merely monosyllables, but with unmistakable distinctness, such a sentence as "The Americans in London have resolved to celebrate the coming fourth of July." Since then the attention of electricians and others has been turned to the study of the telephone, and before many months of the new year have elapsed we may expect to hear of the practical utilisation of what promises to become the most valuable of all the applications of electricity.

THE BYZANTINE AND TURKISH EMPIRE.

A Greek correspondent sends *The Times* an extract, translated from a chapter of Professor Paparrigopulo's "History of the Hellenic Nation," pointing to the contrast between the depth of misery wrought by four centuries of misrule and the capacity of the Provinces forming the Turkish Empire to recover under a more humane administration:—

"With regard to revenue, we may boldly say that the Byzantine Empire obtained results such a few countries in the world have

NAUTICAL ITEMS.

A seaman has been suffocated at Campbeltown whilst sleeping in the forecastle of a schooner, by gas emanating from the cargo of draff from the distillery.

The loss is announced in the Bay of Biscay of the large steamship *Dhodia*, of and for Hull, from Alexandria. She was one of the largest steamers trading with the Humber.

The *C. P. D.* arrived at Liverpool from Rangoon January 2. In a gale, December 21, in lat. 39 N., long. 19 W., had cargo shifted, vessel strained considerably, and making water.

The *Mutlah*, Bargobar, arrived at Falmouth from Ilo Ilo, on December 31. She had lost jibboom, bowsprit, bulwarks, knightheads, and cutwater, and had galley gone and decks swept.

The ship *Sir Launcelot*, Hepburn, arrived at Plymouth on December 29 from Yokohama. She had heavy weather from Western Islands home; damaged, boats, and had sundry other minor damages.

The Admiralty intend to raise several of the petty officers of the *Alert* and *Discovery*, who were specially marked for zeal and ability in the recent Arctic expedition, to the rank of warrant officers.

A New York telegram states that, according to intelligence published there, the Spanish mail steamer *Moctezuma*, which was seized some time ago by a party of supposed Cuban insurgents, was last seen at Trujillo in Honduras.

The *Acorn*, Sedgwick, arrived at Liverpool from Singapore, reports that on the 30th December, during gale, she shipped a heavy sea, which smashed cabin companion, filling cabin with water, and some going down amongst cargo.

A corvette of a novel type, designed by Herr Koch, of the German Admiralty, is about to be launched at the Imperial dock of Ellerbeck. Two special features of the new ship will be the entire absence of rigging and the protection of the main deck by armour corresponding to that on the ship's sides.

A telegram dated Gibraltar, January 4 says.—The *Union*, Italian barque, from Palermo to Philadelphia, drove against the British barque *Satsuma*, from Singapore to Marseilles with a general cargo, causing the latter vessel to go ashore. The *Satsuma* has since been assisted off. She has sustained extensive damage.

A destructive collision occurred recently in the Thames, off Gravesend. The *Waterloo*, a General Steam Navigation Company's vessel, which was coming up the river from Boulogne, was run into by a collier-screw going down, and so severely injured that she sank soon afterwards. All the people on board were got safely off.

During the ensuing summer a new Detached Squadron will be formed, comprising the *Beadicea* (flag) *Shannon*, *Doris* (to be fitted with new boilers), and three others vessels of the new corvette class. The command of the squadron will in all probability be conferred upon Rear-Admiral Sir John Edmund Commerell, K.C.B., V.C.

It is stated that another Polar expedition is being organized, having been undertaken by the various yachting clubs, each of which has promised to guarantee a portion of the cost. The scheme is so far advanced that Dr. Petermann, the eminent geographer, is now in London to consult with the promoters on the route of the projected expedition.

The death is announced of the Russian Rear-Admiral Alexander von Moeller. Admiral von Moeller has taken part in all the principal naval campaigns of Russia since 1823. He fought in the battle of Navarino, and served at the blockade of the Dardanelles. From 1823 to 1826 he accompanied Admiral von Kotzebue in his cruise round the world.

Messrs. Laird Brothers have launched at Birkenhead the war sloop *Falcon*, which carries three guns, one 40-ton 100-pounder muzzle-loading rifle gun amidships and two 64lb. muzzle loading rifle guns, one at the bow and the other at the stern. The vessel with be fully rigged for steam or sail, and is fitted with horizontal direct-acting compound engines of 750 horse-power.

A short time ago a rumour was spread abroad that H.M.S. *Dromedary* had been lost with nearly all hands, but she has since arrived at Deptford. The report appears to have originated in a man being washed overboard in Margate Roads. Three of the crew who put off to his rescue in a small boat failed to save him, and were blown out to sea. They were picked up by a French fishing lugger and landed at Calais.

Further particulars of the court-martial on Captain W. H. Liddell on a charge of having negligently stranded Her Majesty's ship *Tamar* have been received. Not only was Captain Liddell fully and honourably acquitted of the charge exhibited against him, but the Court further expressed its admiration of the energy, skill, and clear judgment shown by Captain Liddell in the emergency, and also the orderly and creditable manner in which all orders were carried out by officers and men, and the steadiness with which the troops conducted themselves. The good order and discipline displayed by the men of both services left nothing to be desired.

The gale on the south coast of England on New Year's Day appears to have been one of the most severe that has been experienced for many years. At the Admiralty pier at Dover the damage done is estimated at between £20,000 and £30,000. At Eastbourne the sea carried away about 150 yards of the pier, and at Hastings, Bognor, Worthing, Weymouth, and other places the sea defences were broken, houses flooded, and other damage done. At Portsmouth the streets were flooded, the passenger traffic between the two sides of the harbour arrested for some hours, and communication with the Isle of Wight stopped. At Jersey also the mail packets for Weymouth and Southampton were unable to leave on account of the gale.

We do not remember (says the *Dundee Advertiser* of December 30th) ever having had the mournful duty imposed upon us of chronicling so many disgressing shipwrecks on the east coast in such a short period as during the past few days. By a calculation which must err—if it does err—only by being defective, we find that no fewer than 45 vessels, with crews numbering upwards of 400, succumbed to the fury of the gale which swept the exposed north-eastern shore from Hartlepool northwards with resistless fury during Thursday, Friday, and Saturday, the 28th, 29th, and 30th December. With scarcely an exception, the unfortunate vessels forced on shore were reduced to fragments by the violence of the sea within a few hours, in some cases within minutes, of touching the land. The loss of life has necessarily been immense. Notwithstanding efforts of heroism which will live in the annals of shipwreck while courage and devotion are appreciated, between 160 and 170 lives have been sacrificed. More than an equal number 183—were saved by the lifeboat, the rocket apparatus, and by gallant personal exertions where no other means offered.

The passengers who embarked on the *Britannic* in New York Harbour on the morning of Saturday, the 16th December, although doubtless aware of her speed, hardly reckoned upon being landed at Liverpool on Sunday evening, the eighth day home. But such was the case. Averaging 352 nautical miles per day, the *Britannic* steamed along her Maury track which, swerving to the south-west, occupies a longer time, but takes the ship out of the way of outward-bound vessels, and she touched at Queenstown shortly after midnight on Saturday, for the purpose of landing mails and passengers. After a brief delay off the harbour, the *Britannic* continued her course up the Channel, crossing the bar at the entrance to the Mersey at 5 55 p.m., Sunday, and landed her passengers shortly afterwards, thus enabling them to catch the Sunday evening trains, and spend Christmas with their families, with lively feelings of satisfaction and thankfulness because of the heavy gales through which they had passed. The *Britannic's* passage to Queenstown was 7 days 12 hours 41 minutes, and to Liverpool (including all detentions) 8 days 5 hours 15 minutes, performances never before equalled. The *Britannic's* average passage last year was—outwards, 7 days 18 hours 26 minutes; and homewards, 7 days 20 hours 56 minutes.

A GUILELESS JEWELLER.

During the last few weeks a perfect novelty in the art of swindling has been brought out in a town in Italy, and, as a similar ruse might be played upon the very sharpest tradesman in London, an account of the mode of proceeding may be of interest to the residents of Bond-street and other parts. Some time since a very gentlemanly-looking man, accompanied by his daughter, a good-looking young lady, about 18 summers, alighted at the chief hotel of the town. They gave themselves out to be English, and had, among other luggage, four large boxes, containing two complete sets of drawers, like those used by officers in camp. They chose a salon and two bedrooms, one of which opened into the salon. As soon as they were settled these drawers were unpacked, and one set was placed against the door in the salon, the other on the other side of the door in the gentleman's bed chamber, the door in question being (like most of those in continental hotels) very thin. For some time all went on very satisfactorily. The gentleman was not extravagant, but liberal, and was most particular in calling for his bill every week and paying it to the moment. Before he had been many days in the town he paid a visit to the principal jeweller, and made some small purchases—in each case paying cash and showing that he was well provided with bank-notes. The jeweller was most anxious to press his new customer, and brought out all kind of beautiful articles to tempt him, but at first his purchases were moderate, though liberally paid for. At the end of a month the gentleman paid a visit alone, and, after making another purchase, observed that his daughter was about to be married and that he thought of sending to Paris for a set of diamonds. The jeweller could not allow such a chance to slip through his fingers. He had the most beautiful set in Europe, the property of a Princess; he was sure that only a Milord Inglese could buy them, and begged his customers just to inspect them. The price was only 400,000f. The inspection was made, but no decision was come to that day. The next day another inspection was made and Milord agreed to take them. The jeweller was delighted. He thought it would be best to ask if he should send them round that evening, but he received a perfectly straightforward answer. "I do not keep so much money about me. I must draw upon my bankers in London. I will give you 500f. to close the business, and the jewels you can deliver against cash in the course of next week." The deposit was paid, and the jeweller satisfied beyond a doubt that he was dealing with a most perfect gentleman. Eight days after, he was requested to call the same morning at eleven and bring the diamonds, for which he would be paid. He arrived at the moment and found his customer in his dressing gown, sitting alone at the set of drawers referred to, a front flap of which turned down so as to form a writing table. The jeweller advanced respectfully, and laid the casket open on the flap in question. "Milord" just examined the jewels, remarked that of course he did not wish his daughter to know anything of the transaction at present, and then proceeded to take out a large handful of beautiful crisp notes. At that moment the door opened, and in bounded the young lady in question, as the jeweller afterwards said, "just like a golden fawn." Nothing was more natural then that Milord should close up the flap, and ask the young lady to go away, as he wished to be alone. But she was a spoilt child and would have her own way. She had come to tell "papa" that the tailor was waiting for him in the next room and he must go, and that she was quite sure the jeweller would like her company better than his; besides, she had a locket she could not open, and the jeweller must help her. The jeweller was not proof against the playful charms of the young lady; he saw his goods safe, not exactly under his eyes but next door to it. So he begged her father to go, and he would wait. "Milord" left the room and the poor dupe enjoyed half an hour of delightful flirtation with the young lady. There was something very winning in her ways, and then she was a young bride. The time passed like a dream and at last the young lady passed off to go and hurry her father. The jeweller sat in meditation; his thoughts were at first all engrossed with the sweet girl who had just left. Then he began to wonder how long his customer would be. Then he went and tried the flap of the drawer. It was "all right;" it was locked. So he sat down and mused again. After some three hours he began to think that he must be forgotten. So he rang the bell and requested the waiter to just remind "Milord" that he was waiting, but to do it very politely. The waiter replied that Milord and the Signorina had gone out an hour ago. There was nothing to do but to wait, and wait he did. Neither returned. *Table d'hote* passed, and although the poor man began to have a presentiment that something was wrong, the landlord was consulted, but was sure that his guest was a real gentleman, whose only fault was forgetfulness. So again he waited until past the small hours of the night. At early morning the landlord again returned and he also began to think the case suspicious. The jeweller was furious. He made a dash at the drawers, and, with the aid of a poker, broke open the flap. His next move was to take the casket. He thrust his head into the compartment, and sank back into the arm-chair. He saw before him nothing but a square open void, leading into the set of drawers in the next room. The landlord did likewise and so did the waiters. Then they sat and looked at each other, and at last uttered restoratives for the the jeweller, who had fainted.—*Vanity Fair.*

COMMERCIAL INTELLIGENCE.

OPIUM.

SUNDAY, 18th February.

Since last notice, sales of Patna have been at $582½, and of Benares at $540.

EXCHANGE.

ON LONDON—	
Bank Bills, on demand	4/2
Bank Bills, at 30 days' sight	4/2
Bank Bills, at 6 months' sight	4/3
Credits, at 6 months' sight	4/3½
Documentary Bills, at 6 months' sight	4/3½
ON BOMBAY.—Bank, sight	229½
ON CALCUTTA.—Bank, sight	228½
ON SHANGHAI.—	
Bank, sight	73½
Private, 30 days' sight	75

SHARES.

Hongkong and Shanghai Bank Shares—29 per cent. premium.

Union Insurance Society of Canton—$615 per share.

China Traders' Insurance Company's Shares—$1,525 per share.

Chinese Insurance Company—$262 per share.

Hongkong Fire Insurance Company's Shares—$570 per share.

China Fire Insurance Company's Shares—$168 per share.

Hongkong and Whampoa Dock Company's Shares—47½ per cent. discount.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—14 per cent. discount.

Shanghai Steam Navigation Company—Tls. 95 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$47½ per share.

Chinese Imperial Loan—£99. Ex. ds. 1½d.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & Co.'s REGISTER.)

February 17th.	
Barometer—9 A.M.	30.440
Barometer—1 P.M.	30.372
Thermometer—9 A.M.	50
Thermometer—1 P.M.	54½
Thermometer—9 A.M. (Wet bulb)	49
Thermometer—1 P.M. (Wet bulb)	47½
Thermometer—Maximum	54½
Thermometer—Minimum (over night)	49

CHINA COAST METEOROLOGICAL REGISTER.

February 8th.

BAROMETER, THERMOMETER &c.	HONGKONG. Previous day at 4 P.M.	HONGKONG. On date at 10 A.M.	AMOY. Previous day at 4 P.M.	AMOY. On date at 10 A.M.	SHANGHAI. Previous day at 4 P.M.	SHANGHAI. On date at 10 A.M.	NAGASAKI. Previous day at 4 P.M.	NAGASAKI. On date at 10 A.M.
Barometer	30.20	30.42	—	—	—	—	30.36	30.39
Ther'ter attached	54.0	46.0	—	—	—	—	40.5	43.2
Direction of Wind	NE	NNE	—	—	—	—	WNW	N
Force	2	2	—	—	—	—	4	1
Dry Thermometer	51.0	47.0	—	—	—	—	49.7	39.5
Wet Thermometer	49.0	47.0	—	—	—	—	39.9	38.1
Weather	o.c.	o.a.d.	—	—	—	—	b.c.	o.c.
Hours' Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, taken in the open air in a shaded situation.

DIRECTION OF WIND, is registered every two points, N., N.N.E., N.E., &c.

FORCE OF WIND.—0 calm, 1 to 3 light breeze, 4 to 6 moderate, 7 to 9 fresh, 10 to 12 strong, 13 to 16 heavy, 17 to 19 violent.

STATE OF WEATHER.—B. Clear blue sky, C. Cloudy, D. Drizzly, F. Fog, G. Foggy, H. Hail, L. Lightning, M. Misty, O. Overcast, P. Passing showers, Q. Squally, R. Rain, S. Snow, T. Thunder, U. Hail threatening, V. Visibility, W. Storm Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches tens, and hundreds.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, *via* SUEZ CANAL	Stentor (str.)			Butterfield & Swire	On or about 25th inst.
Do.	England's Glory	Knight	Hongkong	Meyer & Co.	Quick despatch.
Do.	Star of China	Blaker	Hongkong	Meyer & Co.	Quick despatch.
NEW YORK	McNear	W. Taylor	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Korsor	L. C. Grove	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
HAMBURG	Albatros	Koppelmann	Hongkong	Wm. Pustau & Co.	Quick despatch.
MELBOURNE AND SYDNEY	Spirit of the Age	Johnson	Hongkong	Rozario & Co.	Quick despatch.
SAN FRANCISCO *via* Y'HAMA	City of Peking (str.)		Hongkong	P. M. S. S. Co.	To-day, at 3 P.M.
Do. Do.	Oceanic (str.)			O. & O. S. Co.	On 1st prox., at 3 P.M.
SAIGON, SINGAPORE, &c.	Amazone (str.)	Mortemart		Messageries Maritimes	On 22nd inst., at noon.
BANGKOK	Danube (str.)	Clancby	Hongkong	Yuen Fat Hong	To-morrow, at daylight.
MANILA	Esmeralda (str.)	Thepaud	Hongkong	A. MacG. Heaton	On 24th inst., at noon.
YOKOHAMA AND HIOGO	Cairnsmuir (str.)			Holliday, Wise & Co.	Quick despatch.
SHANGHAI	Ulysses (str.)			Butterfield & Swire	On or about 23rd inst.
SWATOW, AMOY & FOOCHOW	Yesso (str.)	Punchard	Hongkong	Douglas Lapraik & Co.	On 1st inst., daylight.

For Sale.

FOR SALE.

LAMMERT, ATKINSON AND Co.

NEW BOOKS,
NOVELS, WORKS OF REFERENCE,
SCHOOL BOOKS,
PRESENTATION BOOKS, &c., &c.
SHEET MUSIC.
INSTRUCTION BOOKS for PIANO, FLUTE, HARMONIUM, CORNET, VIOLIN, and BANJO.

STATIONERY, in GREAT VARIETY.
A Large Assortment of
ELECTRO-PLATED WARE.
COLOURED and UNCOLOURED PHOTOGRAPHS.
COPIES of ART PICTURES, by GOUPIL & Co.
TABLE GLASSWARE, in many Designs.
FINE ENGLISH EARTHENWARE.
DINNER and DESSERT SETS, &c., &c.
SOLID LEATHER and other TRAVELLING TRUNKS.
GENTLEMEN'S TOOL CHESTS.
PERAMBULATORS, Double and Single.
INDIA-RUBBER SHEET PACKING.
TUCK'S PATENT PACKING.
FAIRBANK'S PLATFORM SCALES, all Sizes.
AMERICAN COOKING and PARLOUR STOVES.
VASE LAMPS, Very Handsome.
SHIP'S MASTHEAD and SIDE-LIGHT LAMPS.
A Well Assorted Stock of
CROSSE and BLACKWELL'S STORES.
CALIFORNIA STORES.
GERMAN VEGETABLES, SAUSAGES, MEATS, and SOUPS.
NUNES KEAY & Co.'s
INDIAN CONDIMENTS,
Assorted CHUTNIES, PICKLED LIMES, PICKLED MANGOES, PICKLED CAULIFLOWERS, TAMARIND FISH, JAMS, JELLIES, &c., &c., &c.
978 Hongkong, 20th January, 1877.

FOR SALE.

PRIME DUTCH CHEESE. SOUR KROUT and RED CABBAGE, in Jars. Small Kegs SALT PORK and BEEF. COD-FISH. SALT HERRINGS.
BREECH-LOADING GUNS, RIFLES, GENERAL FIRE REVOLVERS, & CARTRIDGES.
J. SCHEFFER, 54, PRAYA CENTRAL.

FOR SALE.

A VERTICAL BOILER, with ENGINE attached, 5 Horse-Power, Fitted with Governor, and complete in all its parts.
Apply to
A. MILLAR & Co.
1708 Hongkong, 28th October, 1876.

FOR SALE—CASH.

GOOD AMERICAN HAMS, at 25 Cents per lb.
SPARKLING MOSELLE, per Case of 1 Dozen Quarts, $7.00.
CLARET, per Case of 1 Dozen Quarts, $2.50.
J. F. SCHEFFER, 54, Praya Central.
1m 220. Hongkong, 3rd February, 1877.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated
Brands of WINES and SPIRITS.
Apply to
SIEMSSEN & Co.
tf 941 Hongkong, 21st June, 1876.

COLLINGS'S PATENT TYPHOON AND BURGLAR PROTECTOR.

THE Undersigned are now prepared to apply the above to Windows and Venetians.
Apply to
C. E. COLLINGS, No. 20, Praya Central.
Messrs. WILSON & SALWAY, Architects.
R. G. ALFORD, Esq., Surveyor.

COMPASS DEVIATION IN IRON SHIPS, DESCRIBED PRACTICALLY,
By R. M. TALBOT,
Just published, and favourably noticed by the local Press in Hongkong and Shanghai.
PRICE TWO DOLLARS.
SOLD BY
Messrs. LANE, CRAWFORD & Co.
Messrs. McEWEN, PRICKEL & Co.
Messrs. GEORGE FALCONER & Co.
Messrs. BROADBEAR, ANTHONY & Co.
Messrs. LAMMERT, ATKINSON & Co.
1910 Hongkong, 30th November, 1876.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.
AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces, which have heretofore characterized Chinese publications.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Dalgleys' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 %, on the premia.
NORTON & Co.,
Agents.
tf 8 Hongkong, January, 1876.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
HELCHERS & Co.,
Agents, Royal Insurance Company.
1780 Hongkong, 27th March, 1876.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a brokerage of THIRTY-THREE AND ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.
SIEMSSEN & Co.,
Agents.
tf 1028 Hongkong, 1st July, 1874.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20 %.
Attention is invited to a considerable reduction in premia for Life Insurance in China.
Life Policies effected during the year 1875 Share in the Bonus to be declared on 31st December for the quinquennial period then ending.
A. MACG. HEATON.
1435 Hongkong, 27th September, 1875.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co.,
General Agents.
tf 951 Hongkong, 17th April, 1873.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co.,
Agents.
1 Hongkong, 1st January, 1874.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. MCLEAN, *Agent.*
tf Hongkong, 1st July, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1058 Hongkong, 15th October, 1868.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15% for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates; payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at Current rates.
A discount of 20 % allowed.
LIFE DEPARTMENT.
Policies issued to assure not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 28th July, 1872.

Vessels on the Berth.

FOR BANGKOK.

THE Steamship
"DANUBE,"
A. Clancby, Commander, will be despatched for the above Port TO-MORROW, the 20th inst., at Daylight.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
268 Hongkong, 13th February, 1877.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship
"YESSO,"
Captain Punchard, will be despatched for the above Ports on WEDNESDAY, the 21st inst., at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
285 Hongkong, 16th February, 1877.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, and PORTS in JAPAN.
THE Company's Steamship
"ULYSSES"
will be despatched on or about the 23rd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
272 Hongkong, 15th February, 1877.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *viâ* SUEZ CANAL.

THE Company's Steamship
"STENTOR"
will be despatched on or about the 25th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
266 Hongkong, 13th February, 1877.

FOR YOKOHAMA AND HIOGO.

THE British Steamer
"CAIRNSMUIR,"
due shortly from London and Singapore, will receive immediate despatch as above.
For Freight, apply to
HALLIDAY, WISE & Co.,
Agents.
201 Hongkong, 12th February, 1877.

FOR NEW YORK.

THE A1 American Ship
"McNEAR,"
W. Taylor, Master, will load here and will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
283 Hongkong, 16th February, 1877.

FOR NEW YORK.

THE 12 years 3/3 L. 11 Danish Bark
"KORSOR,"
L. C. Grove, Master, will load here and will have immediate despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
284 Hongkong, 16th February, 1877.

FOR HAMBURG.

THE A1 German Barque
"ALBATROS,"
Koppelmann, Master, will load here and at Whampoa and have immediate despatch.
For Freight, apply to
WM. PUSTAU & Co.
278 Hongkong, 15th February, 1877.

FOR LONDON.

THE A1 British Ship
"STAR OF CHINA,"
Blaker, Master, will load here and have immediate despatch.
For Freight, apply to
MEYER & Co.
235 Hongkong, 6th February, 1877.

FOR LONDON.

THE A1 British Ship
"ENGLAND'S GLORY,"
Knight, Master, will load here and have quick despatch.
For Freight, apply to
MEYER & Co.
33 Hongkong, 3rd January, 1877.

FOR MELBOURNE AND SYDNEY.

THE British Barque
"SPIRIT OF THE AGE,"
Captain Johnson, will have a quick despatch for the above Ports.
For Freight or Passage, apply to
ROZARIO & Co.
203 Hongkong, 2nd February, 1877.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
1183 Hongkong, 27th June, 1872.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
138 Hongkong, 1st March, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.
Established 1809.
CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).
GILMAN & Co.,
Agents.
tf 1063 Hongkong, 7th July, 1874.

Vessels on the Berth.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamer *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on MONDAY, the 19th February, 1877, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, via Overland Railways.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have election of various lines of steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 17th instant. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 16, Praya Central.
RUSSELL & Co.,
Agents.
Hongkong, February 5th, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
MAHE, BOMBAY, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 22nd February, 1877, at Noon, the Company's Steamship "*AMAZONE*," Commandant MORTEMART, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave the Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 21st February, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
H. DU POUEY,
Agent.
Hongkong, 9th February, 1877.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES,
AND ATLANTIC STEAMERS.

THE S.S. *OCEANIC* will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 1st March, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 23th instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.
G. B. EMORY,
Agent.
Hongkong, 1st February, 1877.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—
ALDEN BESSE, American bark, Noyes.—Rozario & Co.
BELLE OF OREGON, American bark, Merriman.—Rozario & Co.
CAP HORN, German bark, Matzen.—Wm. Pustau & Co.
CARPO, British ship, Murphy.—Order.
DANUBE, British steamer, Clancby.—Yuen Fat Hong.
EDWARD JAMES, American bark, O'Brien.—Rozario & Co.
ENGLAND'S GLORY, British ship, Knight.—Arnhold, Karberg & Co.
KILLARNEY, British steamer, O'Neill.—Order.
LYDIA, British bark, Youngson.—Butterfield & Swire.
MCNEAR, American ship, Taylor.—Messageries Maritimes.
NEHEMIAH GIBSON, American bark, Bradford.—Arnhold, Karberg & Co.
PESETO, British bark, Laidman.—Arnhold, Karberg & Co.
SARAH NICHOLSON, British ship, Selkirk.—Melchers & Co.
ST. ANNE, French brig, Jan.—Carlowitz & Co.
TYBURNIA, British ship, Golder.—Meyer & Co.
WESTERN BELLE, American bark, Fish.—Order.
WM. TURNER, British bark, Vanderford.—Rozario & Co.

G. O. ROGERS, DENTAL SURGEON, No. 7, ARBUTHNOT ROAD, HONGKONG.
229 Hongkong, 16th November, 1876.

THE Undersig

Extracts.

"EVEN AS THYSELF."

"E'en as a flower?"

No, forsooth not to me a flower;
The sweetness and calls forth its odorous breath,
The sweetest perfume gives the speediest death,
The short and victim of a summer hour,
Fairest,—he not as a flower.

"E'en as a star?"

No, brightest! he not to me a star;
'Tis one of millions, and the hurrying cloud
Oft wraps the glittering splendor in its shroud
More pales its lustre, and it shines afar.
Brightest,—he not a star.

"E'en as a dove?"

No, purest! he not to me a dove;
The spoiler oft breaks in upon its rest,
Robbing the young bird of its soft nest,
And plunging whence through its native grove.
Purest,—he not a dove.

"E'en as a rock?"

No, my most faithful! he not as a rock;
It mocks the embracing waves, and stands alone,
In loveless gloom, in dreary wastes unknown.
Senseless alike to Fortune's smile or shock.
Changeless,—he not a rock.

"E'en as thyself?"

My soul's best idol! he but as thyself,
Brighter than star, fairer than flower,
Purer than dove, and in thy spirit's power,
Stronger than rock;
Dearest,—he but thyself.

LOUIS OF ORLEANS AND HIS CREDITORS.

Prodigal Louis had made enormous debts, and there is a story extant to illustrate how lightly he himself regarded these commercial obligations. It appears that Louis, after a narrow escape he made in a thunder-storm, had a smart access of penitence, and announced he would pay his debts on the following Sunday. More than 800 creditors presented themselves, but by that time the devil was well again, and they were shown the door with more gaiety than politeness. A time when such cynical dishonesty was possible for a man of culture is not, it will be granted, a fortunate for creditors. —*Cornhill Magazine.*

FROM THE NORE TO LONDON BRIDGE.

Beginning at the seaward extremity of the Thames, and advancing upward, the consideration ever forced upon the mind is that the greatness of London lies primarily in the strong yellow current which sweeps exultingly on and is received into the sea, without a single sand-bar or other obstruction to check its progress. The scenery from the ruddy Nore lightship to heart of London city has no charming features that would captivate the searcher after picturesque landscape. Here and there is a pleasant Kentish village with with its dominating church spire, pointing beacon-like above the elms to the sky, or glittering from the top of a distant hill; but in the main, especially on the Essex side, the prospect is one of dreary flats and monotonous marshes, relieved occasionally, as at Purfleet, by cliffs of chalk and sand. Squat, but historical Tilbury Fort on the one side, and Gravesend on the other, are naturally places of much use and interest; but not by the most complaisant flatterer could they be invested with exterior loveliness, though the higher ground that meets the eye from Gravesend Reach, with the Cobham woods and Gad's Hill rising boldly as the culminating crests, are a welcome exchange for the marshes fringing so much of the river's course. In compensation for fine land views, however, we have the animated and silent traffic of the great watery highway. In never-resting procession they come—clumsy barges, drifting lazily crosswise with the tide; tightly-rigged merchantmen, dragged by workmanlike tugs to wharves, docks, or building yards; snowy-winged yachts on pleasurable trips intent; huge steamers homeward or outward bound; wherries and shoreboats crossing and recrossing; grim old hulks, long put out of commission and devoted for the remainder of their existence to the storage of explosive compounds, coals, and miscellaneous stores, or to be the habitations of mariners or river police; fleet passenger boats, built for river service only; ships of all nations at anchor in the stream. Nearer to the port of London come the splendid building yards and Government establishments; come the teeming life of Woolwich with its arsenals, Greenwich, with its rare old hospital and naval school, Deptford with its ancient church dedicated to St. Nicholas, the patron saint of sailors, its victualling establishments, and covered slips; come the docks, warehouses, and tiers of shipping which become a veritable forest of masts in the crowded and turbid Pool; come the gloomy but well-preserved Tower, the Custom House, Billingsgate, and at last the roar and bustle of the mighty Babel itself.—"*Picturesque Europe.*"

THE PESTILENCES OF THE FOURTEENTH CENTURY.

The first two of the great pestilences of the fourteenth century were suffered by England in the years 1348-49, and 1360-61. The earlier of these, known as the "Black Death" or "the Great Mortality," was, of all plagues, the most desolating ever known in Europe. It was said that the plague entered Italy with a thick foul mist from the east. Unseasonable weather had caused general failure of crops. In the spring of 1347, before the plague, bread was being distributed to the poor in Italian cities; 94,000 twelve-ounce loaves were given away daily from large public bakehouses erected in Florence alone. Famine preceded pestilence; and of the famine many died. The "Black Death" had raged on the northern shores of the Black Sea before it was brought thence to Constantinople. Thence it passed, in 1347, to Cyprus, Sicily, Marseilles, and some of the seaports of Italy. It spread over the Mediterranean islands, and reached Avignon in January, 1348. Petrarch's Laura was there among its victims. It spread through Italy and France, was in Florence by April, passed into Germany, entered England in August, but three months then passed before it had reached London. In 1349 it was sweeping over northern Europe, but it did not reach Russia till 1351. Those were not days of accurate statistics, and we may say nothing of the 23,840,000 said to have died by this plague in the East, but of western towns, civilised enough to have some notion of the number of their inhabitants, Venice said that there perished 100,000 of her people, or three-fourths of the whole population; Florence said she had lost 60,000; Avignon, 60,000; Paris, 50,000; London, 100,000; Norwich, 51,100; Yarmouth, 7,052. In many places half the population died; some little towns and villages lost all by death and flight. Of the Franciscan Friars in Germany there were said to have perished 124,434, and in Italy 30,000. Merchants sought favour of God by lying down their treasures at the altar; monks shunned the gifts for the contagion that they brought, and closed their gates, and still had the vain riches of this world thrown by despairing men over their convent walls. In the Hotel Dieu at Paris, where 500 were dying daily, pious women, Sisters of Charity, were about them with human ministration and words of divine consolation. These nurses were perishing themselves daily of the disease from which they would not flinch in the performance of their duty; and as they fell at their posts there never was a want of other gentlewomen to press in and carry on their sacred work. The Black Death was followed in England by a murrain among cattle. It has been estimated by a modern writer that this great pestilence destroyed a fourth part of the inhabitants of Europe. The terror of this was fresh when pestilence, which broke out again at Avignon in 1360, was again scourging us in 1361. Of the second pestilence it was observed that the richer classes suffered by it in larger proportion than before.—*Library of English Literature.*

A BULGARIAN EPISODE.

(FROM CASSELL'S MAGAZINE.)

Before her, rather close, there is a young man, clean shaven as regards the face, with the exception of a black moustache, but wearing his hair long. He is dressed in a sheepskin *capote*, a white kilt, leather leggings, a skull cap is set jaunty on one side of his head, and he is leaning dejectedly on a long staff which he grasps with both hands.

Time, evening.

"And is that your last word, Marie?" said the youth dejectedly. "Don't you remember the old days, when we went to school together, and you always took my hand, because you were younger and smaller; and I carried you over the bad places in winter, when it was wet? And that long frost, when we met the wolf, and I was too frightened for you to be frightened for myself, and drove it off? And when Milosh wanted to take your new picture book away, and I would not let him, and he drew a knife and stabbed me in the arm? I was always fond of you, ever since I can remember, Marie, and when I got to be old enough to think about having a wife, I never cared about any girl but you. At fêtes and fairs you always liked to dance with me, and I hoped we were never to be separated, and I was to be happy; and now all this is to come to an end, and I am to be miserable all my life; but it shall not be a long one."

"I cannot help it, Stephan," said Marie, crying. "A girl can only do what her father and mother say is best. I am sure I do not want to make anyone unhappy, and I should have liked to remain a child always; it was very nice for you to be my little friend; but we have grown up, and my father says I must marry some one else, and I don't like it; but what is to be done? We can't always have what we wish."

At this moment it seemed to Marie's parents that the interview, which they had connived at rather than permitted, had lasted long enough, for the door above opened, and they both appeared at the entrance. The mother, a buxom middle-aged dame, called to the girl, who held out her hand to her lover, and then ran up the staircase, which her father immediately afterwards descended, pipe in hand.

"Look here, Stephan," he said, leading the young man a little way from the house; "if ever you are a father you will know that you must do the best you can for your children, to get them on, and see them happy and prosperous. Now your family has been unfortunate; I do not say that it was their fault—far from it. Your father was my very good friend, but he did not manage, somehow, to keep on good terms with the pasha, and he lost everything, including his life. I risked something at the time by befriending you, a little child and an orphan; for he was a vindictive man, that pasha, and if he had known it, would have owed me a grudge. Afterwards I helped, with others, to set you up in the farm you cultivate. You have worked well, you have paid back the cattle you were started with for stock; I know that. But you are in a small way, and Government takes a great deal from us, though we ought not to grudge that, so long as they leave us in peace; but still, when a man is poor and struggling, it keeps him poor and struggling. Marie would have to work harder and live more roughly as your wife than she does now, and neither her mother nor myself would like that. Her children would have to be labourers of a lower class than is suitable for our family. And our Marie can do better. I have a friendly feeling for you, and you will always be welcome under my roof, for your own sake as well as your father's; but I must take care of my own child first. Think no more of it, Stephan."

He held out his hand, which the young man took, not very warmly, for his heart was full of bitterness.

"I can join the insurgents and get killed, at any rate," he muttered. "That is the best thing for such a mean and unfortunate wretch as I am to do. And I shall be striking a blow in revenge for my father, at any rate."

So saying, he strode off in the direction of the village, while the elder man shrugged his shoulders with a pitying smile, and retraced his steps to his comfortable fireside.

It was the same eternal story, ever old yet ever fresh, no matter whether the scene is laid in a Bulgarian village or a Belgravian mansion—young love and old prudence in opposition.

Likewise, there always seems to be some peculiar connection between disappointed affection and fighting, which leads the youth whose heart is blighted to seek to remedy of a broken head. Hodge betrayed, enlists; the jilted Jacques counts the otherwise dreaded conscription. So Stephan, when he could not have the girl he wanted, determined to take it out of the Mahomedan oppressor.

The insurrection had not spread to that immediate district. It was a quiet, industrious village, and though the inhabitants bore no love to the Turks, none of them were inclined to take part in what they considered a hopeless struggle, which could only result in drawing swift vengeance upon their heads. But Stephan knew as well where to apply for information as the lovelorn British swain knows where the recruiting sergeant is to be found, and he went direct to the house of the *papa*, or priest.

A girl of about ten came to the door, and led the way into a small inner apartment, where Stephan opened his heart to the *papa*, concluding with an expression of his determination to devote himself to the cause of his country, and asking for directions where to find the head-quarters of the insurgents.

"I cannot disguise you, my son," said the *papa*, "if you feel yourself called upon to take part in this effort to free the land from the heathen oppressor. It is a holy cause, and one not so hopeless as many deem it. Other countries are ready to join in it, and a little success will embolden Servia to declare war against the Turk. And there is another and stronger Power, whose sympathy is with the Christian, and whose secret aid may be depended on upon Russia, the land to which our Church is dearest, will not stand quite idly by. And above all, God will protect those who fight in His own cause. But it is necessary to be prudent, and let no one know of your intention or else an excuse will be given to the Turk to work his wicked will upon this devoted village. Go home; make some excuse for a long journey, and depart upon it openly."

He then gave him minute directions what further steps to take, blessed and dismissed him. In obedience to the *papa's* injunctions, Stephan gave out that he had received news from a relative at Widdin who was carrying on a prosperous trade in that town, and invited him to come and join him. So he sold off what little stock he had, took leave of his old friends, and prepared to start, though not in the direction of the Danube.

It was very early in the morning—still dark, in fact—that he strapped his knapsack, which was lighter than his heart, upon his back, and set out on his journey. His course was at first across a plateau, wild, covered with rank herbage. A bitter north wind swept across the plain; above, black masses of cloud scudded swiftly along, ever and anon scattering down white powdery flakes—the first snow of the winter. When he had stridden along, with his head bent to the blast, for about half an hour, the sky grew lighter, and the first streaks of dawn were visible in the east. Almost at the same time he saw, not twenty yards from him, a figure which caused him to crouch down among the long grass. Unless the uncertain light deceived him, a mounted soldier! The increasing dawn soon showed that he had done well to conceal himself, for the misty object resolved itself into a Bashi-bazouk vedette. There he sat, with the butt of his carbine on the pommel of his saddle, and his back to the blast, man and horse motionless as an equestrian statue; all the more alert and soldierlike, perhaps, because he would be soon called in, and his superior officer might be expected to make his appearance every minute.

What did it mean, these Turkish soldiers being in the neighbourhood, and taking the precautions of men in presence of an enemy? Had the insurgents met with success? Had the insurrection spread? An officer and three men rode up fortuitously from the opposite site to where Stephan lay hid, and the solitary horseman joined them.

"What nest of infidels lies yonder?" asked one, as they rode on.

"Vissa."

"When shall we teach those Giaours a lesson, Captain?"

"We shall see; perhaps to-morrow or next day, if you behave yourselves. Trot!"

It is impossible to describe the horror which seized Stephan when he heard these words. When he rose from his place of concealment you would have thought that he had seen a ghost.

The friends, the playmates of his childhood, the priest he honoured, the little toddling things who knew him and ran out for a frolic, leaping his name, he passed by—above all, Marie—as the mercy of those fiends!

All idea of pursuing his journey vanished from his mind; his only thought was to save her he loved.

Thodoraki Durban was much surprised that morning when he was interrupted in the operation of breaking in a young colt by the apparition of Stephan, whom he had thought far away by that time, breathless and excited. When he heard the young man's story he looked very grave; and indeed his mind was sorely perplexed. The risk of remaining he knew to be great; but then, on the other hand, to fly was ruin. He had a store of hoarded cash which he could carry with him, it was true; but his chief possessions were his flocks, his herds, the contents of his granaries, and all these must be left behind.

Stephan was doubtful what to do about warning the neighbours. A general stampede would at once be observed, and the retreat of those he cared most for cut off without any good being done to anybody. And yet he could not bear to leave them all to their fate without a word. So he sought the *papa*, and confided what he had seen and heard to him, so shifting the responsibility. What use the *papa* made of the information, however, can never be known.

At nightfall Thodoraki Durban and Stephan put the two best horses into the lightest cart, which they loaded with the most valued of such goods as they could carry with them. The mother and daughter then got in, and the fugitives set out, as quietly as might be, for a mountain track they knew of.

They were fortunate enough to reach the Servian territory without adventure. Marie and her mother were safely provided for, and the father and the lover both joined the Servian army.

Here they soon learned that their flight had not been a rash and unnecessary act of pusillanimity. The village had been sacked, and what that means everybody must know pretty well by this time. It does not matter what the period is or what the nationality, unrestrained military excesses are always the same. When there is any mitigation it is purely the result of discipline.

The *papa*, a widower, and childless, was slain on the threshold of the desecrated church. Should Stephan survive the present troubles, and renew his suit for the hand of Marie, he will not be objected to on the ground of poverty, for Thodoraki Durban is much on a level with him so far as worldly possessions are concerned. "It is an ill wind that blows no one good."—*Lewis Hough in Cassell's Magazine.*

THE DEATH OF ANGUS REACH.

One day—he was only thirty-five years of age, and had been about fourteen years in London—he went into the shop of Colnaghi, the print-seller in Pall Mall, on some business of art criticism for the *Morning Chronicle*. He had not been there many minutes when he suddenly felt a strange sensation in his head as if something had snapped in his brain with a loud report, succeeded by a dizziness, a half swooning, and a general haze, confusion, and mistiness of thought. The sensation passed off in a few minutes, and he thought of it no more. But it was the death warning, though he did not know it at the time. Had he taken a holiday, had he climbed the mountain-top, rowed his boat on the river or the lake, taken a voyage to the Antipodes, or set off on a walking excursion through the glens of his native Scotland, or done anything but write, he might have repaired the evil which he had done to the delicate organism of the brain, repaired the broken or snapped string of the harp of intellect, and prolonged his useful days. But he treated the warning as of no account; did not, in fact, suspect that it was a warning; had no one to tell him that the alarm-bell had sounded; and went on recklessly, hopefully, triumphantly as before. But not for long. After a couple of months there was a second warning, louder than the first, and he had to retire from the battle-field of his business, a wounded soldier of literature. The *Morning Chronicle* was mindful of his merits and his labours, though all or nearly all were not expended in its service, and paid him his salary as of old, in the hope of his recovery. Months passed. He grew no better—some of his friends thought worse—and his spirit began to chafe at the thought of accepting unearned money. His wife in this emergency came to the rescue and established a Berlin wool and stationery shop in Albany Street, Regent's Park, and appealed to her helpless husband's friends for support and patronage. One of his literary friends (I will not mention the name of this prosperous person—now no more) took so much pity on his former colleague and partner in many literary enterprises as to buy all his stationery, and especially his sealing-wax, of his unfortunate brother. But the poor shop came to a sudden end. A shop, like everything else, requires time to grow, and it was expected by poor Reach's nearest and dearest connections though not by poor Reach himself, who was by this time beyond hoping—almost beyond living—that the shop would grow up, like Jonah's gourd, in a night. The *Morning Chronicle* salary was by this time becoming a dubious and precarious reliance. The *Chronicle* was not over-prosperous; and it was not in the bond to maintain even a good servant beyond a certain reasonable time and a certain reasonable hope of his recovery. There were ominous rumours that the salary must surcease, collapse, end, and vanish into good wishes. At this juncture Mr. Shirley Brooks—who himself owed his connection with the press and with the *Morning Chronicle* to the good offices of Angus Reach—volunteered to perform the duties of the sick man in addition to his own, if the salary of the sick man were continued. This noble arrangement lasted for nearly a twelve month, and might have lasted longer, only in the mean time poor Angus Reach died of softening of the brain, in the early prime of his manhood, in the very fructification of his genius; died of intemperance in work and of ignorance of the fact that the body is the soul's labourer, and that if the labourer be neglected or badly used, the work must suffer or stop.—*Recollections of Dr. Mackay.*

A witness dressed in fantastical manner, having given very rambling and discreditable evidence, was asked, in cross-examination, "Who he was." Witness—"I employ myself as surgeon." Lord Ellenborough—"But does any one else employ you as a surgeon?"

HONGKONG MARKETS.

As Reported by Chinese at the 17th February, 1877.

COTTON GOODS.

American Shetings, 15 lbs.	per piece	$2.60 a 2.80
American Drills, 30 yards	"	2.75 a 2.80
" 40"	"	3.30 a 3.50
Cotton Yarn, No. 16 a 24	per 100 lbs.	93.00 a 101.00
" 28 a 32	"	109.00 a 115.00
" 38 a 42	"	119.00 a 134.00
" Bombay	"	76.00 a 78.00
Chintz	per piece	$1.30 a 1.35
Dyed Scotch Shirtings	"	3.35 a 3.00
" Broccades Do.	"	3.75 a 3.90
" Damask Do.	"	5.80 a 5.00
English Drills 36 yards	"	2.10 a 2.15
" 14 lbs.	"	2.60 a 2.75
" 15 lbs.	"	2.85 a 2.90
Gray Shirtings, 7 lbs.	"	1.50 a 1.60
" 8 lbs.	"	1.70 a 1.75
" 8½ lbs.	"	1.90 a 2.40
" 9 lbs.	"	2.75 a 2.75
" 10 lbs.	"	2.97 a 3.15
Grey T. Cloths, 24 yds & 32 in. 6 lbs.	"	1.30 a 1.45
" 24 " & 32 in. 7 lbs.	"	1.45 a 1.60
" 24 " & 36 in. 8 lbs. XO	"	2.05 a 2.10
" 24 " & 36 in. 8 lbs. QL	"	2.10 a 2.15
" 24 " & 36 in. 8 lbs. XX	"	2.55 a 2.00
Handkerchiefs, Blue	per doz.	0.60 a 0.70
" Brown	"	0.75 a 0.95
" Red	"	0.77 a 0.80
" Light Red	"	0.77 a 0.78
Jeans, 30 yards	"	2.30 a 2.42
Muslins, White, Plain, 12 yards	per piece	1.15 a 1.23
" Figured 24	"	2.05 a 2.25
Punkey Red Shirtings, 2 lbs.	"	2.15 a 2.25
" 3 lbs.	"	2.30 a 2.36
Velvets, Black, 22 in.	per yard	0.19 a 0.20
" Genoa, 22	"	0.17 a 0.18
Velveteens, Black	"	0.32 a 0.32
" Genoa	"	0.28 a 0.29
White Shirtings, 54 x 60 reed	per piece	1.95 a 2.10
" 64 x 60	"	2.30 a 2.45
" 68 x 60	"	2.60 a 2.75
" 80	"	3.30 a 3.35
" 7,000	"	3.40 a 3.45
" AA	"	1.70 a 1.75
" EF	"	5.00 a 5.05
" MH	"	4.75 a 4.90
" EI	"	5.55 a 5.70
White Spotted Shirtings	"	2.70 a 2.42
" Brocades	"	2.70 a 2.75

WOOLLEN GOODS.

Blankets, 7 lbs.	per pair	$2.70 a 3.00
" 8 lbs.	"	3.00 a 3.05
" 9 lbs.	"	3.70 a 3.80
" 10 lbs.	"	4.85 a 5.10
" 12 lbs.	"	5.90 a 6.40
Camlets, SSS	per piece	16.00 a 18.50
" SS	"	17.50 a 18.00
" S	"	18.00 a 18.50
" BBB	"	19.00 a 19.50
" AAA	"	19.00 a 19.50
" Lilac	"	19.00 a 16.00
Cloth, Broad	per yard	2.12 a 3.00
" Medium	"	1.05 a 1.30
Long Ells, MM Scarlet	per piece	9.10 a 9.90
" Assorted	"	9.80 a 9.90
" HH Scarlet	"	9.00 a 9.05
" Assorted	"	8.00 a 8.70
" II Scarlet	"	9.10 a 9.20
" Assorted	"	8.75 a 8.80
Lustres, Figured	"	5.05 a 5.10
Lasting, DD	"	14.50 a 15.00
Orleans, Plain	"	5.00 a 5.30
Spanish Stripes	per yard	0.72 a 0.88

METALS.

Iron, Nail Rod	per picul	2.90 a 3.10
" Hoop	"	3.60 a 3.75
" Bar	"	3.90 a 2.95
" Wire	"	6.75 a 6.80
Lead	"	7.80 a 8.10
Pigs, W.B.	"	7.60 a 7.80
" Lead, LB	"	7.90 a 8.10
Quicksilver, English	"	67.50 a
" American	"	68.00 a
Steel, English	per lb.	4.00 a 4.10
" Swedish	"	3.00 a 3.05
Sheathing Metal	per picul	26.00 a 29.00
Spelter	"	2.30 a 2.37
Tin, Malacca	per lb.	20.00 a 20.40
" Plates	per box	6.00 a 6.15

PRODUCE.

Almonds	per picul	12.50 a 21.00
Alum, 1st quality	"	1.70 a 1.85
" 2nd	"	1.45 a 1.50
Bark, Stick	"	0.85 a 1.10
" Camphor	"	14.40 a 15.00
Beche de Mer	"	30.00 a 35.00
Bees Wax, Japan, White	"	12.00 a 12.50
" " Yellow	"	27.00 a 28.00
" Hankow, White	"	55.00 a 55.50
Birds' Nests, 1st quality	per pcl.	$9.000 a 6,000
" 2nd	"	950 a 800
" 3rd	"	170 a 250
Brimstone	"	1.90 a 2.25
Buffalo's Hide, Manila	"	7.40 a 16.50
Camphor, packed	"	17.50 a 19.00
" Barons, clean	"	4,000 a 5,000
" Refined	"	8,000 a 9,000
Cardamoms, Siaporles	"	145.00 a 150.00
" Interior	"	21.50 a 22.00
Cloves	"	33.00 a 35.00
Coals, Africa	per ton	
" English steam	"	9.50 a 10.50
" Sydney	"	9.00 a
Coffee	per picul	22.00 a 24.50
Copper Shanting, Japan	"	25.00 a 26.00
" Red	"	26.50 a 28.00
" Nails	"	32.50 a 33.50
Cotton, Shanghai	"	15.50 a 16.00
" Bombay	"	15.50 a 17.00
" Shantung	"	15.00 a 15.25
" Ningpo	"	15.50 a 16.00
" Tientsin	"	15.00 a 16.00
" Tenghow	"	15.00 a 15.50
" Calcutta	"	13.00 a 15.50
Cotton Seeds, Saigon	"	5.00 a 4.30
" " Siam	"	4.70 a 4.80
Cow's Hide	"	7.45 a 7.50
Cuttlefish, Japan	"	23.50 a 24.50
" without bone	"	13.00 a 14.00
" Chinchow	"	27.50 a 28.50
Cutch	"	5.80 a 6.10
Dates, Black	"	4.50 a 5.00
" Red	"	8.00 a 8.50
Dried Lily Flowers	"	10.50 a 11.00
Elephant's Teeth, 4 & 5 pieces	"	250 a 300
" " 7 & 8	"	200 a 220
Flour, California, per sack of 50 lbs.	"	1.35 a 1.40
" American, per barrel of 100 lbs.	"	9.80 a 9.90
" " of 200 lbs.	"	6.10 a 6.35
Fungus	"	28.00 a 29.00
Flints	"	0.50 a 0.65
Ginseng, American, 1st quality	"	210.00 a 300.00
" " 2nd	"	160.00 a 210.00
Hams, Ordinary	"	Tls. 11.0.0 a 18.5.0
" Superior	"	Tls. 21.5.0 a 23.5.0
Hemp, Hankow	"	10.50 a 12.00
" Siam	"	10.00 a 11.00
Isinglass, Japan	"	30.00 a 45.00
Melon Seeds, 1st quality	"	5.50 a 5.00
" 2nd	"	5.10 a 5.30
Mushrooms	"	55.00 a 62.00
Mussels, Dry Siam large	"	11.00 a 12.50
" " middle	"	7.50 a 7.80
Mussels, Dry Siam small	per picul	$6.10 a 6.20
Peas, White	"	2.50 a 2.55
" Green	"	2.60 a 2.65
" Black	"	2.40 a 2.45
" Yellow	"	2.50 a 2.55
" Green Beans	"	2.40 a 2.45
Pearl Barley	"	5.80 a 7.80
Potatoe Flour	"	Tls. 1.5.0 a 1.7.5
Putchuck	"	13.00 a 14.00
Rhinoceros Horn	"	2,600 a 3,000
" " Mother	"	2,000 a 2,400
Rice, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.82 a 1.85
" " middlecoarse	"	1.60 a 1.71
" Manila	"	2.25 a 2.40
" Singapore	"	1.85 a 1.90
" Saigon	"	1.60 a 1.74
" Annam	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
Saltpetre	"	5.00 a 5.75
Seaweed, Green	"	2.75 a 2.80
" Cut	"	3.90 a 4.20
Sesamum, White	"	4.00 a 4.70
" Black	"	3.00 a 3.04
Sharkfin	"	45.00 a 60.00
Shellfish, Japan	"	27.00 a 39.00
" California	"	12.00 a 23.00
Stockfish	"	5.00 a 6.50
Straits Produce, &c.—		
Rattans, Straits	per picul	5.10 a 5.50
" Singapore	"	4.20 a 4.50
Pepper, White	"	15.40 a 15.60
" Black	"	8.50 a 8.50
Betel Nut	"	3.70 a 3.75
Sandal Wood, Malabar	"	3.24 a 3.70
" South Seas	"	13.00 a 14.50
Sapan Wood, Manila	"	1.60 a 2.50
" Siam	"	2.05 a 2.50
Sugar, Canton White, 1 a 3	"	5.20 a 5.45
" Dark Brown	"	4.70 a 5.00
" West Coast, Dark Brown	"	
" Manila, Dry White	"	5.45 a 5.00
" Candy	"	8.10 a 8.25
" Foochow	"	8.90 a 9.30
Vermicelli, Tientsin	"	8.30 a 9.30
Walnuts	"	4.50 a 4.75
Wheat, Tientsin	"	1.02 a 1.05
" California	"	1.70 a 1.75
Wood Oil	"	Tls. 6.1.5.0 a 6.2.5.0
Tea	"	5.1.5.0 a 6.2.5.0
Tow	"	$9.25 a 9.55
Window Glass	per box	3.20 a 3.30

SHIPPING IN THE CHINA WATERS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destinations.
HONGKONG.						
STEAMERS.						
Bombay	Jan. 4	G. B. Smith	Brit. str	720	P. & O. S. N. Co	Yokohama
China	Feb. 7	Hennings	Ger. str	648	Siemssen & Co	Shanghai
City of Peking	Jan. 31	Tanner	Amr. str	5079	P. M. S. S. Co	Thams, &c.
Danube	Feb. 10	Clancby	Brit. str	561	Tuck Fat Hong	Bangkok
Douglas	Feb. 18	Burnie	Brit. str	861	D. Lapraik & Co	East Coast
Esmeralda	Feb. 16	Thebaud	Brit. str	395	A. MacG. Heaton	Manila
Glenroy	Feb. 12	Taylor	Brit. str	1370	Jardine, Matheson & Co	Spore, &c.
Fame	—		Brit. str	116	H. K. & W. Dk. Co	Tug Flying
Flintshire	Feb. 17	Thomas	Brit. str	1243	H. Kisar & Co	
Ichang ‡		D. Martin	Brit. str	700	Butterfield & Swire	
Killarney	Feb. 12	O'Niell	Brit. str	1030	Gibb, Livingston & Co	
Kinshan ‡	—	A. Benning	Brit. str	1050	H.C. & M. Steamboat Co	
Kiu-Kiang ‡	—	T. Benning	Brit. str	1081	H.C. & M. Steamboat Co	
Montgomeryshire	Feb. 9	Sturrock	Brit. str	1146	H. Kisar & Co	Saigon
Namoa	Feb. 12	Westoby	Brit. str	952	D. Lapraik & Co	East Coast
Norna	Feb. 10	Walker	Brit. str	606	Kwok Acheong	Swatow
Pantah	Feb. 9	Patterson	Chi. str	370	O. M. S. N. Co	Shanghai
Penedo	Feb. 7	J. Cain	Brit. str	652	Melchers & Co	Saigon
J. Jeejeebhoy ‡	—	N. Hawkins	Brit. str	134	Kwok Acheong	
Suada	Dec. 17	Petersen	Brit. str	97	P. & O. S. N. Co	
Swatow	Feb. 14	Hutchison	Brit. str	520	Butterfield & Swire	Saigon
White Cloud §	—	Hoyland	Brit. str	572	H.C. & M. Steamboat Co	
Yesso	Feb. 9	Punchard	Brit. str	559	D. Lapraik & Co	East Coast
Yot-sai §	—	D. Browne	Brit. str	810	Kwok Acheong	
Yottung	June 9		Brit. str	233	Kwok Acheong	
‡ Running between Hongkong and Canton. § Running between Macao and Hongkong.						
SAILING VESSELS.						
Adela	Feb. 14	Beattie	Brit. bk	353	Ed. Schellhass & Co	
Alden Besse	Jan. 30	S. Noyes	Amr. bk	842	Rozario & Co	Portland
Alphington	Jan. 28	Cunningham	Brit. bk	623	Wieler & Co	Tientsin
A.T. Stuhneebt	Feb. 8	Schütt	Ger. bk	539	Siemssen & Co	
B. of Oregon	Feb. 9	Merriman	Amr. bk	1168	Rozario & Co	
Bertha	Jan. 26	Ringe	Ger. bk	442	Wieler & Co	Haiphong
Bonito	Jan. 28	Wesenberg	Ger. bk	524	Meyer & Co	London
Bonita	Jan. 27	H. Stehr	Ger. sch	346	Ed. Schellhass & Co	Tientsin
Bua Cano	Jan. 26	Lange	Siam. bk	338	Chinese	
Cap Horn	Jan. 28	Matzen	Ger. bk	401	Wm. Pustau & Co	
Carpo	Feb. 2	Murphy	Brit. bk	1033	Gibb, Livingston & Co	
Coeran	—	Vincen	Amr. sch	230	Insurance Co	
Corinne	Oct. 25		Brit. bk	396	Wieler & Co	Saigon
Edward James	Jan. 9	O'Brien	Amr. bk	529	Rozario & Co	Portland
E'land's Glory	Dec. 25	Knight	Brit. sh	751	Meyer & Co	London
Formosa	Feb. 17	Quayle	Brit. sch	381	Siemssen & Co	
Forward	Feb. 1	Vanderford	Brit. bk	750	Rozario & Co	Portland
Hongkong	Feb. 16	Oom	Ger. sch	221	Russell & Co	
Humboldt	Jan. 10	Stoll	Ger. bk	330	Ed. Schellhass & Co	Manila
Korsor	Feb. 12	L. C. Grove	Dan. bk	317	Vogel, Hagedorn & Co	New York
Loiterer	Aug. 13	Vincent	Amr. sch	45	Insurance Co	
Lydia	Feb. 11	Youngson	Brit. bk	396	Butterfield & Swire	
McNear	Jan. 31	Taylor	Amr. sh	1308	Vogel, Hagedorn & Co	New York
N. Gibson	Jan. 26	Bradford	Amr. bk	741	Arnhold, Karberg & Co	Cebu
Pallas	Feb. 9	M. Luders	Ger. bk	492	Wm. Pustau & Co	
Paul Marie	Feb. 5	Gaillard	Fren. bk	324	Carlowitz & Co	
Presto	Dec. 21	Laidman	Brit. bk	384	Arnhold, Karberg & Co	Tientsin
Rapid	Jan. 9	Hunter	Siam. bk	429	Chinese	
Rio Loge	Feb. 9	Mathews	Brit. bgt	241	Olyphant & Co	
Rosa Bottcher	Feb. 5	Schultz	Ger. bk	398	Wm. Pustau & Co	
St. Anne	Feb. 6	Jan	Fren. bg	287	Carlowitz & Co	
S. Nicholson	Feb. 8	Selkirk	Brit. sh	933	Melchers & Co	
Siames Crown	Feb. 9	Saxtorph	Siam. bk	540	Tack Mee & Co	
S. of the Age	Jan. 10	Johnson	Brit. bk	347	Rozario & Co	Melbourne
Star of China	Jan. 31	Blaker	Brit. sh	794	Meyer & Co	London
Sumatra	Oct. 21	Clough	Amr. sh	1071	Russell & Co	S. Francisco
Tyburnia	Jan. 31	R. Golder	Brit. sh	948	Meyer & Co	
Union	Feb. 8	M'ebevarria	Span. sch	152	Remedios & Co	
Western Bell	Feb. 12	R. E. Fish	Amr. bk	1135	Order	
Wm. Tather	Feb. 12	Vanderford	Brit. bk	431	Chinese	
RECEIVING VESSELS & HULKS.						
Chase	—	—	Pow. Mag	283	Harbour Master	
John Adam	—	J. H. Grimes	Hulk	318	Water Police	
CANTON.						
Amoy	Feb. 14	Drewes	Brit. str	814	Siemssen & Co	
An-ian ‡	—	Godsal	H.I.C.M.	g-b.		
Chen-jui ‡	—	E. F. Collins	H.I.C.M.	g-b.		
Chun-tung ‡	—	—	H.I.C.M.	g-b.		
Ching-ting ‡	—	Bessard	H.I.C.M.	g-b.		
Kw